Sole Agents for the UNITED ASBESTOS COM-PANY, LTD. LONDON. DODWELL & Co., LIMITED. General Managers.

NEW SERIES No. 1340. 日九初月九年五十二結光

FRIDAY, OCTOBER 13, 1899.

就三十月十英港香 五拜禮

THIRTY DOLLARS

PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL PAID-UP

Head Office: YOKOHAMA.

Branches and Agencies. TOKIO. NAGASAKI. LONDON. NEW YORK. SAN FRANCISCO. HONOLULU. . SHANGHAL

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, Ld. 3 THE UNION BANK OF LONDON, Ld.

LIENTSIN.

HONGKONG AGENCY:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :- SHANGHAL

Branches and Agencies. HANKOW. CANTON. CHEFOO: PEKING. ~~ CHINKIANG!

FOOCHOW. TIENTSIN. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic

SWATOW.

Transfers Payable at its Branches and Agen-HONGKONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits fof 3 months,

E. W RUTTER. Acting Manager. Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE:-HONGKONG.

Board of Directors;-Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899.

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

LI ONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman.

N. A. Siebs, Esq., Deputy Chairman. E. Goetz, Esq., A. Haupt, Esq. A. J. Raymond, Esq. P. Sachse, Esq. The Hon. J. J. Keswick, E. Shellim, Esq.

A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir Thomas Jackson.

Shanghai-J. P. WADE GARDNER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS :

For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899,

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted bythe HONGKONGANDSHANGHAI

BANKING CORPORATION. Rules may bet obtained on application.
INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Honokong and SHANGEAL BANK to be placed on FIXED LAC

DEPOSIT at a PER CENT. per annum. For the Honokong and Shangual BANKING CORPORATION.

T-JACKSON: Hongkong, 1st August, 1895. Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS LONDON 1 Candia W. H. Haughton, R.N.R. About 24th Oct. ... Freight only. LONDON, &c... Coromandel .. F. W. Vibert, R.N.R. ... Noon, 14th Oct...... Freight or Passage. LONDON JavaG. W. Gordon, R.N.R., About 2nd Nov. ... Freight or Passage.

* (Passing through the Inland Sea). [See Special-Advertisement). 1 Via Marseilles. § Via Shanghal.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 11th October, 1899.

Hongkong, 4th October, 1899.

Telephone



Is the most suitable for mixing with Wines and Spirits; neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

"A PERFECT TABLE WATER."

CALDBECK, MACGREGOR & CO.,

AQUARIUS COMPANY.

THE CLUB HOTEL. LIMITED.

No. 5-B, BUND, YOKOHAMA.

- FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager. Yokohama, 1st October, 1897.

CALIFORNIA

Per 1 dozen Quarts ...

Per 2 dozen Pints

CUARANTEED PURE.

EXCELLENT VALUE.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 3rd October, 1899.

Er. S.S. SHANGHAI.

NOW ON VIEW.

W. POWELL & Co., Immed. Opposite P.O., 1st floor.

WORRY, ANXIETY, OVER-WORK. BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed, more than one half of the break downs which are so frequently brought to our notice in the Far East. A oup of

Intimations.

BRAIN-FAG!

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World. Used by all the Principal Hospitals,

Supplied to British and Foreign Governments, and Sold by over 150,000 Customers throughout the United Kingdom alone,

And also in Every Civilised Country in the World. AGENTS FOR CHINA:-

Watking, Lintited.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG; CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS, OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENTTHOMAS SKINNER. SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers

PEAK HOTEL

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA.



PHONOGRAPHS.

THE NEW HOME PHONOGRAPH (GENUINE EDISON) WITH FITTINGS. PRICE \$80.

LANE, CRAWFORD & CO.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOLA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession: Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street,

12th October, 1898.

CANTON INSURANCE OFFICE. LIMITED.

NOTICE TO SHAREHOLDERS. 'HE EIGHTEENTH ORDINARY GEN. ERAL MEETING of SHARE-

HOLDERS will be held at the Office of the Undersigned, at 12 o'clock (Noon), TQ-MORROW, the 14th instant. The TRANSFER BOOKS of the Company will be CLOSED-from the 30th instant

to the 14th October, both days inclusive. JARDINE, MATHESON & Co., General Agents. Hongkong, 13th October, 1899.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Daily Press of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES.

57477/57501 55891/55940 -11961/11985--34369/34391---59166/59190 36213/36224 10245/16269 42141/42165 45611/45635 28562/28573 W. H. GASKELL,

Acting Secretary. Hongkong, 5th October, 1899.

NOTICE.

HONGKONG CLUB.

A N EXTRAORDINARY GENERAL A MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 5 F.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant. By Order,

C. H. GRACE, Secretary, Hongkong, 4th October, 1899.

[1242

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS. FANCY KAGA VASES & TOILET SETS, LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA, No. 12, Beaconsfield Arcade. Opposite the City Hall.

Hongkong, 9th October, 1899.

NOTICE

THE FOURTH GYMKHANA MEETING of This Season will be held at HAPPY. VALLEY, RACE COURSE; TO-MORROW, the 14th October, 1899. Weather permitting. Hongkong, 12th October, 1899. UNION INSURANCE SOCIETY OF

> CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of \$50 per Share, has been

WARRANTS will be issued on the 13th By Order of the Board. DOUGLAS JONES,

Hongkong, 12th October, 1899. [12994]

Auctions. PUBLIC AUCTION. THE Undersigned will Sell by PUBLIC

AUCTION, at his Sales Rooms, Zetland Street, No. 2. TO-MORROW (SATURDAY), the 14th October, a.c. Commencing at 3 P.M.

A QUANTITY OF VALUABLE JEWELRY. Comprising :-RINGS, BROOCHES, SCARFPINS, EARRINGS with DIAMONDS, RUBIES,

SAPPHIRES, PEARLS, &c. ALSO: A Fine Lot of UNSET STONES. DIAMONDS, OPALS, . SAPPHIRES, OLIVINES, RUBIES, PEARLS, EM. ERALDS, &c., &c.

All Guaranteed to be Genuine! 'On View at the Undersigned's. TERMS OF SALES :- As customary. PAUL BREWITT,

Auctioneer. Hongkong, 11th October, 1899.

GOVERNMENT NOTIFICATION.

HE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works

MONDAY, the 16th day of October, 1899, at 3 P.M., are published for general information. By Command,

Department, on

J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office. Hongkong, 30th September, 1899.

Particulars and Couditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary LOCALITY, fee fee fee fee Above Pokfu-iam Conduit, 316 188 233 270 9

Insurances.

QUEEN INSURANCE COMPANY, (Now Merged in the Royal Insurance Co.) THE Undersigned having been appointed, Agents for the above Company are prepared to Accept FIRE RISKS at Current;

É. D. SASSOON & CO. Agents. Hongkong, 10th October, 1899.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co Hongkong, 28th May, 1895;

To-day's Advertisements.

HONGRONG RIFLE ASSOCIATION.

PEARSON CUP AND SPOONS. TO-MORROW (SATURDAY), the 14th instant, at 3 P.M. Ranges.--200, 500 and 600 yards. MOWBRAY S. NORTHCOTE,

 Hon, Sec. Hongkong, 13th October, 1899. CHINA NAVIGATION COMPANY, · LIMITED.

FOR VLADIVOSTOCK T'HE Company's Steamship

" РАКПОБ" Captain Williams, will be despatched as above TO-MORROW, the 14th instant, at 10 A.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

. Hongkong, 13th October, 1899 FOR MANUA.

(Taking Cargo at through Rates for ILOILO THE Steamship

"VENUS." Captain D. Imas, will be despatched as above on MONDAY, the 16th instant, at 4 P.Ma. instead of as previously notified. For Freight or Passage, apply to

Hongkong, 13th October, 1899. CHINA NAVIGATION COMPANY,

BRANDAO & Co.,

LIMITED. FOR SHANGHAL THE Company's Steamship

"KIUKIANG." Captain Arnold, will be despatched above on MONDAY, the 16th instant. For Freight or Passage, apply to

Hongkong, 13th October, 1899. DOUGLAS STEAMSHIP COMPANY,

BUTTERFIELD & SWIRE,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship Captain Roach, will be despatched for the above Ports, on TUESDAY, the 17th instant,

at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIN & Co., General Manager

Hongkong, 13th October, 1899. NORDDEUTSCHER LLOYD.

 $N_{-}O$ T + C E . STEAM TO TOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship.

"HOHENZOLLERN." Captain H. Kirchner, will leave for the above Ports, on or about THURSDAY, the 19th

For further Particulars, apply to MELCHERS & Co.,

Hongkong, 13th October, 1899. [1293a NORDDEUTSCHER*LLOYD.

NOTICE. . STEAM TO SHANGHAL THE Company's Steamship

"BAYERN,

Captain E. Prehn, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours, after For further Particulars, apply to -

MELCHERS & Co., - Hongkong, 13th October, 1899. FOR NEW YORK VIA SUEZ GANAL.

THE Steamship "ARGYLL.."

will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October. S.S. ST. JEROME " to sail about 15th Nov.

For Freight, apply to DODWELL & CO., LIMITED, Hongkong, 13th October, 1899.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

THE Steamship "ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods

SINGAPORE.

will be delivered from alongside.

Cargo remaining on board after the 16th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Rowloon Wharfand Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.

Hongkong, 13th October, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four children of tender age, that had beed led by deceit to the interior of China, where they had suffered very ill treatment, resolved to escape most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress as kept-them under-her care for mant of means to send them back to Mauritius, but, as the poor woman is fonging to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superioress fully hopes that her carnest petition will be kindly attended.

The Charity of the kind benefactors wil certainly he amply rewarded by the Merciful Father of the abandoned.

-11ongkong, 17th October, 1899, --

Intimation.



MERCHANTS.

ESTABLISHED A.D. 1841.

B S3. ESTEPRE, Red Capsule...\$ 6.96 \$ 7.56 C ST. JULIEN, Red Capsule ... 9.00 D LA Rose, Red Capsule. 12.96 CHATEAU HAUT BRION LAR-CHATEAU MOUTAN D'ARMAIL-22,20 struggles at once, then we shall not have

CHATEAU PONTET CANET 25.00 CHATEAU LA TOUR CARNET... 30.00 CHATEAU RAUZAN...... 42.00

These Clarets are bought direct from the leading French, growers. Thé-lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHA-TEAT RAUSAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited:

HONGKONG, FRIDAY, OCTOBER 13, 1899.

NOTES AND COMMENTS.

KRUGER'S L'ETIMATUM.

President Kiccorre-ultimatum-to-Great-Britain, the substance of which is given in the Reuter's telegram which we publish today, cannot, we think, be regarded otherwise than as a piece of unnitigated impertinence. It is not even an attempt to smooth matters fover in the slightest degree but is an order given by a dependent state to its suzerain power dictating terms equivalent to surrender. Had British trpoos been push<u>e</u>d, forward into Transvaal territory, then there would have been some justification for Mr. KLUGER, but, as matters stand, he is attempting to unlawfully interfere with the internal affairs of another state, which, we may remark, is the very accusation-which he makes against Great Britain; it is not for Mr. KRUGER por for anyone eise to dictate to us as to the distribution of our own troops within our own territories; it would be just as sensible to object to your neighbour walking in his own back yard, and we certainly agree with Lord James of Hereford in his opinion that the Boer ultimatum, renders war certain. Not only this, but the ultimatum must remove from us once and for all the stigma of having commenced the war, for we do not think that even the most rabid member of the Peace-at-any-price Party could do aught but admit that the Boer ultimatum was one with which Great Britain could not possibly comply.

GREAT BRITAIN'S REPLY.

The reply to the Transvaal's ultimatum is what it should be, short and to the point, expressing regret that President KRUGER should address such a communication to Great Britain and refusing to discuss the matter further. This, as will be seen by the Cargo impeding the discharge will be landed | last clause of the ultimatum, will be regarded by the Boers as a formal declaration of war, and, for all we know to the contrary, hostilities may have already commenced. We do not fancy that they will have been opened by the British, for it is but natural to suppose that the decision of the Cabinet Council, to be held to-day, would be awaited before any aggressive steps were taken, but our Indian contingent may have been moved up towards the Natal frontier and this would doubtless cause, the Boers to attack, or at least to oppose its progress. It seems to us to be a pity that there has not been more despatch in sending troops from home, for [1301a] it looks as though the small force already in South Africa, reinforced though it has been by the Indian contingent, will have some hard fighting to do should the Boers assume the offensive and not content themselves with defending their own frontier.

HAS KRUGER A BACKER?

The question as to whether or no the Transvaal has been promised the support of some European Power in the event of war to this Colony, and came to the Convent in the | with Great Britain, is one which it is as well to keep in mind at the present moment. As we before remarked, we do not think that any special significance can be attached to the presence of five hundred Germans with General Joubert. It takes more than five bundred or even a thousand men to make an alliance and we do not think that Germany is desirous of coming to blows with us. But it must be admitted that on the Continent Great Britain is regarded as a distinct menace to the whole of Europe. 'We have formed-no-alliance; we are dependent upon into Singapore has been withdrawn.

shown during the last war scare, when a fixed for 19th and 20th November. foreign warship was detained at Singapore for several weeks for want of coal, every available pound of that very essential article having been bought up, and the Power to which the vessel belonged not having coaling stations at which she could call to replenish her bunkers. It is our coaling stations that constitute the chief defence of our over-seas empire and this other powers recognise. We can strike a blow at any point at which action may be needed without having recourse to the help of other Powers and we are therefore regarded as a danger to the rest of the world. The opinion is held by many that the Transvaal war will only be, the overture to a war on a much larger scale, and although we do not think this to be probable, yet it cannot be denied that it is possible. as some folks suppose, the Transvaal has been egged on to force a war upon us in order that' we may be engaged in two

REUTER'S TELEGRAMS.

long to wait for the unveiling of our foc.

THE TRANSVAAL CRISIS. FULL PARTICULARS OF THE BOER ULTIMATUM.

LONDON, October 10th.

The Transvaul ultimatum in a lengthy preamble accuses Great Britain of unlawful intervention in the internal affairs of the Republic. It demands, firstly, That all points of difference between the two countries be submitted to arbitration or settled in some other amicable way to be mutually agreed upon. Secondly, That the British troops now on the borders be steamer Lee Ping (lately employed in the West instantly withdrawn. Thirdly, That all reinforcements landed at the Cape after 1st June or two. The Kong Pak, another river steamer, last be withdrawn within a reasonable time to bas also been bought by the American Governbe mutually agreed upon, assurances being ment and will leave, under command of Capt. given by both sides that no attack will be made | Casey, in company with the Lee Ping bound whilst negotiations are proceeding. Upon for Manila. The American Government seem receiving such 'assurances the Transvaal will to be getting together quite a formidable fleet withdraw the armed Burghers from the frontier, of light-draft steamers and lighters which and fourthly, That the British troops now on their way, shall not be landed at any port in South Africa. A reply was requested on the afternoon of the 11th instant. If the reply proved unsatisfactory the Transvard would regard it as a formal declaration of war, and any further movements of troops nearer the Transvaal frontier in the meanwhile would be equally regarded as a declaration of war.

Lord James of Hereford speaking at Aberdeen said, that diplomacy was now exhausted and that the Boer ultimatum rendered war

A Cabinet Council will be held on Friday. THE "AMERICA" CUP.

The fourth attempt to sail the first race for the America Cup was again without resul owing to a fog.

THE TRANSVAAL CRISIS.

LONDON, October 11th. The British reply to the Transvaal's ultimatum is, understood to be short and dignified, with sident Kruger has taken such a serious step of | fiords is in the habit of conducting divine addressing, such a communication, to Great Britain, who has now no further communication

Sir Alfred Milner has issued a proclamation that all persons abetting the enemy will be guilty of high treason.

the Army Corps will be Commanded by Major

WEATHER REPORT.

The Observatory report says:--On the 13th at 11.55 a.m. barometric changes are unimportant. High pressure still extends over S. China and the Pacific towards Japan. Gradients moderate on the coast, rather steep with strong monsoon in the N. part of the China Sea. FORECAST :- Fresh N.E. winds ; fine.

LOCAL AND GENERAL.

On the 12th September the Tivoli Theatre at Sydney was destroyed by fire.

LIEUT. Greene's side beat Pinckney's by 2 goals to nil in the six-a-side game yesterday. THE Canadian Pacific Company are making arrangements for an Australian service via

THE following telegram has been received by the General Agent from the Shanghai Sumatra Tobacco Cors Estate Manager: --- "Crop for 1899, 5,800 piculs. Colours light, ; quality and

THE latest step towards progress at Peking seems to be the proposition to float a Gascompany there. May it be attended with success and diffuse lights into the darkness of that gloomy centre.

In consequence of the death of Mr. F. Sander, late of the firm of Messrs. Sander, Wieler & Co., which occurred at Hamburg on Wednesday, the flags of several of the German houses were half-masted yesterday.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals :---

Lau Tak Hang\$10

MR. Gompertz, at the Magistracy this morning, sentenced Henry Fleury, a private in the Royal Weislr Fusiliers, to six months' imprisonment with hard labour, for embezzling \$249.64 from the Soldiers' and Sailors' Institute.

A GOVERNMENT notification published yesterday is to the effect that information has been received from the Government of the Straits Settlements that the prohibition against Chinese coolie immigration from Hongkong.

no Power for our defence and we have THE Victoria Regatta, which is to be held a worldwide empire which we are ever under the joint auspices of the Victoria extending. Our power has already been Recreation Club and Hongkong Boat Club, is

> THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Satur day) evening from 8 p.m. to 9.30 p.m.:

PROGRAMME. "God save the Queen."

A VERNACULAR paper says that the foreign Consuls at Newchwang have conferred with the Taotai on steps to check the spread of the plague and have formulated twelve regulations for his sanction. The Taotai declined to put them in operation as that would entail an expenditure of Tls. 100,000 a year; but, on strong representations from the Consuls he has referred the matter to the high officials whilst the Consuls have moved the Diplomatic Body at Peking to obtain the sanction of the Tsungli Yamèn.

THE cricket match on Saturday will be ! Over 27' 72. 'Under 27' commencing at 11.30 a.m The following are the teams: --

Over 27.—A. McKenzie, A. G. Ward, G. Grimble, Capt. Waymouth, Major Griffin, F. T. Johnson, Dr. J. H. Swan, H. Rotherham, F. B., Deacon, D. Wood, G. D. Campbell,

Linder 27.-I. A. Ross, K. G. Thomson, H. C. R. Hancock, A. R. Izat, J. E. Lee, H. A Lewis, J. Grant Smith, Lieut. Strong, R.M.L.I R. J. Gerrard, R. W. Castle, A. C. R. Greene, M. L. Wilkinson.

CAPT: Owen Thomas is, we hear, appointed to the command of the American Government River trade) and will sail for Manila in a day Joading and discharge of vessels at Manila.

A CHINESE contractor's coolie was fine \$5 yesterday at the Magistracy, at the instance of Mr. Bryan, for the throwing of night soil down a drain at Belilios Terrace, Mr. Bryan caught him at the trick. It would be well if other residents would keep a watch on the coolies, for it is certain that there are more instances than the one now recorded. The coolie whose duty it is to clear Belilios Terrace houses, we believe, has to do his work between the hours of 9 in the evening and 7 o'clock the following morning. It is said that he usually finishes his work about 12 o'clock. Now, is it -possible_for_him_to_remove_the-soil-from_the number of houses on that terrace and deposit it at the Praya in three hours? The residents should look into the matter.

An amusing story about the Kaiser comes- to the Christian World from Berlin:--It is well known that his Majesty during his annual trip simply a brief expression of regret that Pre- on board the Hohenzollern to the Norwegian service every Sunday morning. He usually reads a short liturgy and follows the prayers with a sermon, not of his own composition, but from the collection of some well-known German divine. During his recent trip the officers of the Hohenzollern noticed that a sailor The second brigade of the first division of during divine service, either overcome by the heat or from some other cause, had fallen fast General Hildyard and will embark on the 20th asleep. Their consternation was great, and they were relieved when the imperial sermon came to an end and the sailor wakened with a start. After the service the captain called the sailor before him, gave him a sound rating, and sentenced him to two days' arrest. Now it happens that on Sunday afternoon on board the *Hohenzellern* it is the Kaiser's custom to hear the captain's report of the events of the preceding week. If any sailor wind being then E. N. E., and the captain has distinguished himself the Kaiser shakes hands with him or says a few kindly words; if a sailor has been punished the Kaiser hears the details. The captain reported the incident rof the sleeping sailor, and the punishment | Sing. inflicted on him. "Was he on watch the night before?" asked the Kaiser. "He was, your Majesty." "Then let the poor devil off. Besides, it wasn't much of a sermon, anyhow.'

CORRESPONDENCE. IWe do not necessarily endorse the opinions expressed by

Correspondents in this column.]

THE CUSTOMS' SERVICE: To THE EDITOR OF THE "HONGKONG TELEGRAPH." Str.-With reference to certain letters which have appeared lately locally, anent the I. M. Customs' Service, the writer seems to have some knowledge of the service, but is evidently an old hand. The fact is there is'nt nearly' so much discontent in the service as is imagined. The double pay and the 50% seems to have cured a great deal of that, and the only discontented people nowadays are those who are not in it, or have got out of it by fault or misfortune. As to some people enjoying greater privileges than others, why, of course they do the world over both above and below. Do you, Mr. Editor, allow the same privileges to your clerk as you yourself enjoy? And does your clerk expect no more than your office boy gets? Why, of course not; and, of course, there are superior and inferior branches of the I. M. Customs Service as there is of every other service, private and public, in the world. The Indoor are all men of a certain class and standard of education, whereas in the Outdoor there are all so is and conditions of men, who, in some cases, may rise above the standard; but; in the majority are below it. Nowadays there are inore openings than before, so I am told, and good men are bound to get to the fore; those who do not probably have only themselves to THE INSPECTOR'S QUARTER'S AT KENNEDYblame. Far from keeping in the old groove, Sir Robert Harr has, of late years, shown himself quite alive to the spirit of the age, and there are few in the service, Fopine, who, if it came to the point, would care to see his place taken by another or by others.

Yours truly, Hongkong, October-13th, 1899...

ARRIVAL OF THE "SYDNEY."

HER SHAFT BROKEN.

NOTHING ELSE AMISS.

The Sydney left Saigon on the 5th at 2

8th everything appeared allright, but later a the vessels course for Hainan, thinking that Gulf of Tonkin and the vessel was hove to. I at the time. On the 9th, at 12 o'clock, another attempt was made to get closer in, but at o o'clock the boat | Nagasaki should certainly be prohibited. The had to be anchored. On the 10th the engineer | coolie and amah were admitted to the Hospital thought he could make repairs sufficient to on 25th August with dog bites and were distake the steamer to Hongkong, and on their charged, one on the 27th August and the completion a start was made at 7 o'clock on the other on the 1st September. The body of the morning of the little. At the time there was l-dog, a mongrel terrier, - was examined at the still a strong wind and a very tumultous sea | Government Civil Hospital, and had evidently from the north-east, and six other vessels were | died from rabies. The master of the coolie and waiting for better weather to try and get through | amah was advised to send the patients to Saithe straits. At 8.30 a stop was made off Hoihao, gon or Shanghai for treatment. where signals were made, but the fain being so thick there was no answer, although it was thought one firm hoisted a flag. Another start was made after repairs had been further strengthened, and after the gale had abated a little, the steamer got through the straits, and arrived at Hongong this morning very little the worse for her experience other than the broken

A HONGKONG LAUNCH IN DIFFICULTIES.

____ DRITISH CAPTAIN LOST.

On the arrival of the s.s. Loosok from Bang

CREW BROUGHT TO HONGKONG.

kok to-day, Captain Jackson had a sorry tale to unfold concerning the captain and crew of the On Lee, a launch bound for Manila, for use by the United States Government. On the should prove most useful in expediting the 6th at t p.m. it was blowing a strong E.S.E. gale with a high sea, and the ship laboured heavily, shipping much water fore and aft He sighted the On Lee in the distance bearing N.N.W., decided to close on her, and found she was from Hongkong, bound for Manila, with nine Chinese on board, who asked to be taken off. The ship was hove to, and the chief officer sent away to find out what was wrong. He safe Iv got the men off and took them on board the Loosok, when they reported that the launch left Hongkong on the 2nd and got into a typhoor on the 5th. On Sunday, the 6th, when running before the typhoon, steaming a course S.S.V at about 4 p.m., the captain (C. Robinson), who was at the wheel, was swept overboard by a heavy sea, which also carried away a lot of the fittings, including the compass, and flooded the enging room, nearly capsizing the launch. -A-sharp--lookout was--kept--up--in-hopes of rescuing the captain, but nothing was seen of him after being hurled from the boat. She seemed to have been drifting about for some time, and the crew informed the captain of the Loosek that she was not seaworthy. Captain Jackson boarded the boat and found her badly knocked about; all the after-whaleback and other fittings had been washed away: He found some charts and a dispatch-box belonging to the captain, but there was no water or provisions on board. The small cabin forward was in a filthy condition; the bunkers were nearly full of coal, and there were a few sacks in the cabin. After a lot of trouble, on account of the bad weather, a 5-inch Manila rope was passed on board, also a 21 inch wire rope made fast, all open spaces about the deck battened down, and a start mad at 5.30 with the launch in tow. The position of the boat at that time was 196 N., longitude 11147 E. During a heavy squall and high seas the wire parted at 7 p.m., and did so again at 8.15. Then a terrific squall, accompanied by blinding rain and a mountainous sea, struck the launch, severed the Manila rope, and the On Lee once more went adrift, and on account of darkness and rain she quickly passed out of sight. Captain Jackson did not think it prudent. to turn the ship round and search for the launch, so proceeded on his way to Hongkong. When the launch went adrift she was about 70 miles from the south-east coast of Hainan, the says she probably drifted to the south-west with a strong wind and current. The names of the Chinese crew are :-- Ho Chun, Leon;

SANITARY BOARD.

Moon, Lai Kee, Mock Chuen, Chu Yung,

Chun Kan, Kwok Moon, Pang Kam, and Lam

The usual forenightly meeting of the Santary Board was held yesterday afternoon. There were present:-The President (Dr. Atkinson, Principal Civil Medical Officer) who occupied the chair. The Vice-President (The Hon. F.: H. May, Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. E. Osborne, and Mr. Duggan (Secretary).

THE INSANITARY PROPERTIES BILL. The following letter, dated Oct. 2nd was

ead from the Colonial Secretary:-"With reference to the resolution of the Sanitary Board passed on 28th ult., and em-Bodied in your letter of the 29th, I am directed to state for the information of the Sanitary Board that the introduction, of the Insanitary, Properties Bill has been delayed to enable the, facts contained in the return of cases of bubonic. plague to be placed in the possession of the members the Legislative Council."

APPLICATION FROM MONG KOK TSUL An aplication was submitted by Messrs. Palmer and Turner, achitects, for permission to retain yard bridges of a greater width than; 3 feet 6 inches in 17 new houses at Mong Kok Tsui. It was pointed out that the yards to these houses are exceptionally wide, viz., 8 feet 6 inches; also that there is a lane to feet wide at the back of the houses.

Dr. Clack minuted-"I recommend that permission be granted by the Board to retain these. bridges of a width of 4 feet 2 inches. ". ... The application was granted.

THE NEW TERRITORY. The Secretary submitted draft Bill to extend: certain laws into portions of the New Territory.

The President said that not only Inspector, Watson but other inspectors who had lived in the house had had fever. The accomodation was not what it should be for a married inspector. Building another storey would probably render the house more healthy, and he moved that the Government be requested to erect STEEPLECHASE. For China ponics over the another storey to the house. The motion was carried.

HYDROPHOBIA. Dr. Clark in a minute to the President, said -I regret to report that a coolie named Wong Pon died at the Tung Wah Hospital on the 4th inst from hydrophobia. It is now five years since a death from this disease was reported and I think the occurance of this case is ample. o'clock, and experienced very good weather justification for the regulations which Lurged until the Paracels were nearly reached, when upon the Board last year, and which were bad weather from the north set in. At finally adopted in March last. The deceased 2 o'clock on the morning of the 6th the man was engaged as a ticksha coolie by Mr. chief engineer informed the captain that there | Michael, and lived at oilege Chambers. He was something wrong with the first joint of was bitten by a dog (breed at present unknown) the shaft. As the sea was very rough the vessel on August 25 last at about 8 p.m. and I underwas kept going at slow speed, and later had stand that the dog was subsequently killed by to go out of her course. About that time she P. C. Landers, and the carcase sent to the was twelve miles S.E. of Tinhosa. On account | Covernment Civil Hospital. Tho man was of the defective shaft and rough sea the en- ill for two or three days before admission to gines began to bump badly. A halt was made the hospital. In view of the reported preand the shaft repaired, and at to o'clock on the valence of rabies at Nagasaki, I strongly recommend the Board to advise the Covernment screw in one of the bands got loose, and caused to prohibit the importation of dogs from Japan more anxiety. The chief engineer thought for the period of not less than six months from matters were not safe against the strong, rough | this date; the order of prohibition against sea, and sails were set, and the Captain altered | Shanghai does not expire until March 20 next. I understand that both this coolie and an repairs might be effected there, but a high amah, who was also bitten by this dog, were sea and strong wind was coming from the treated in the Civil Hospital for their wounds Dr. Atkinson-The importation of dogs from

After a short discussion it was decided to

recommend the Government to prohibit the importation of dogs from Japan for a period of not less than six months, in consequence of outbreak of hydrophobia there. A WELL TO HE CLOSED.

It was decided to close a well at 88, Queen's Road Central, as being injurious to health. ANALYST'S REPORT.

Mr. F. Browne, Government Analyst, reported that during the quarter ended September 30th he had examined four samples of milk (one genuine and three adultemted), one of beer (genuine), three of brandy (genuine), one of rum (genuine) and two of whisky (genuine). THE PLAGUE.

A report was submitted from Calcutta to the effect that Bushire in the Persian Gulf is declared free from plague. A report was submitted by the Portuguese

Consul-General that the plague is abating in Oporto and that only a few cases had resulted Copies of General Department Notifications imposing plague regulations at ports in Burma

against vessels from Swatow and from Portu-

guese ports were submitted. MORTALITY STATISTICS. The mortality returns from Macao for the week ended September 17th showed 51 deaths (three from plague), and for the following week

59 deaths (including four from plague). The mortality statistics for the colony of Hongkong for the week ended September 23rd showed a death rate of 22, against 25.2 for the previous week and 18.3 for the corresponding week last year. The rate for the succeeding week was 22.8, against 17.4 for the corresponding week last year.

 LIMEWASHING. Mr. Osborne said that this was nearly the end of the second week in October, and there were 2,260 tenements which should have been cleansed during the months of September and October still untouched: Out of 2,645 tenements in the Contral Division only 385 had been cleansed. They seemed to have very soon forgotten the lessons of the recent outbreak of plague, and he therefore begged to move that they resume the advertisements in the newspapers reminding property owners of their duties in this respect.

A short discussion took place, and it was carried that advertisements be inserted in the Chinese newspapers.

THE PLAGUE IN HONGKONG. Dr. Clark said that one other point arising out of the mortality statistics was that that was the 10th day and no cases or deaths from bubonic plague had occurred in the Colony, and he thought they might say that for the present they were free from plague. No. 9 district was declared infected in April, and then Nos. 4, 5, 6, 7, 8, and to districts. He thought it had not been customary in the past to make any declaration, but he thought it would be well to recommend the Government to issue clean bills of health from this date in consequence of the cessation of plague. The motion was carried, which concluded the business,

FOURTH GYMKHANA MEETING.

The following is the programme of events to be held on the Happy Valley and Race Course. on Saturday, 14th October:-ONCE ROUND HANDICAP -- For all China ponies. Entrance fee, \$2, 1st prize, Cuppresented by Sir Thomas Jackson, and prize,

\$25 from Gymkhana Funda

Hon. J. J. Keswick's Pilgrim, 11st. 4lb. Mr. R. B. Johnson's The Wizard, 11st. olb. Mr. R. M. Gray's Tube Rose, 12st. olb. Mr. R. M., Gray's Hurnside II, 11st. olb. Mr. F. J. Walwyn's Queensberry, 11st. 10lb. Mr. W. A. Cruickshank's Alphabet, tost, 12lb. BENDING RACE. For bond fide polo ponies to be passed as such by the Polo Club Committee. Catch Weights Entrance fee, St,

First and Second prizes from Gymkhana M. J. A. Higgon's Pembroke (late Bracknek.) Mr. W. Loring's Buccancer. Capt. Warren's Snuffbox. Capt. Warren's Offside. Major Sir H. MacMahon's Diver. Mr. F. J. Walwyn's Landsknocht. Major C. M. Dobell's Casual. Mr. W. A. Cruickshank's Alphabet. Capt. Simond's Tantivy,

Mr. R. B. Johnson's The Wizard. LADIES' NOMINATION .- Stick and Doll Race. Gentlemen to ride about 200 yards, dismount. pick up bundle of 12 sticks provided, return and hand the sticks to his nominator who. will throw them at the dolls set up. The first lady to knock over two dolls to win. Should the lady fail to knock over two dolls with the 12 sticks, gentleman must return again and procure, a further bundle of 12 sticks, but he must not start till first 12 sticks have been exhausted. First prize presentedby A. Babington, Esq. Second and third

prizes from Gymkhana Fund. Mrs. Campbell nominates Mr. J. A. Higgon. Miss Jackson nominates Mr. W. J. Gresson. Mrs. M. M. Morris nominates Capt. Geogliegan. Mrs. Campbell nominates Capt. Warren. Mrs. Wildman nominates Major Sir. H. Mac-

Mahon: Mrs-Chillipmonlinates Mr. R. B. Johnson: Mrs. Morris nominates Mr. F. I. Walwyn. Miss B. Jackson nominates Major C. M. Dobell. Mrs. Palmer nominates Mr. W. A. Cruicksbank. Mrs. Gray nominates Mr. R. H. Potts. Mrs. Andrew nominates Mr. R. Dr Anderson. Mrs. Vallings, nominates Capt. Simonds.

rusual course. Catch weights pover 1121 sibs. Allowance, sibs. for all unplaced

ponies, (i.e., 1st or and), in steeplechases and hurdle races during this senson's Gymkhanas and at last Hongkong races, and offiday, and Penalties, 1. win, 7lbs. 2 wins, tolbs. 3 wins, 14lbs. Entrance fee, \$2. 1st prize, a Cup from Gymkhana Fund. 2nd prize, \$35 from Gymkhana Fund.

Capt. Warren's Snuffbox, 11st. oolb. Mr. F. J. Walwyn's Queensherry, 11st. 5lb. Mr. F. J. Walwyn's Landsknecht, 1'1st. 51b. Hon. T. H. Whitehead's Traveller, 11st 12lb. Mr. E. T. Shewell's Buckingham, 11st, olb. Mr. G. H. Potts' Impression, 11st. olb. Mr. R. D. Anderson's Maharajah (late Ariet.)

Mr. G. H. Potts' Minstrel, 11st. olb.

BEAUTY AND THE BEAST RACE. -- For China Ponies.-For Ladies and Gentlemen' to be entered in pairs. To start from I mile post together. Pairs must pass winning post together to qualify for a win. In the event of more than six couples entering, a third prize will be given. A prize will be awarded to best descriptive name for this race to be sent in with entries. First and second prizes from Gymkhana Fund.

Miss B. Jackson and Mr. W. J. Gresson. Mrs. Simonds and Captain Geoghegan. Miss Phyllis Powell and Major Sir H. Mac-

Mrs. Griffin and Mr. R. B. Johnson. Miss Jackson and Mr. F. J. Walwyn. Mrs. Morris and Mr. R. D. Anderson.

THREE FURLONG RACE .-- For all China ponies.—Catch weights over 11 stone. Entrance fee, \$1. 1st and 2nd prizes for Gymkhana

J. Keswick's Pilgrim, 13st, 11b. Captain Geogliegans' Sayan, 12st. 3lb. Captain Warren's Snuff box, 13st. 2lb. Major Sir H. MacMahon's Ultimatum, 12st. 3lb. Captain Bancroft's Grasshoper, 13st. 1lb. Mr. R. M. Gray's Tube Rose, 13st. 2lb. Mr. F. J. Walwyn's Queensberry 13st. 2lb. Mr. Jas. M. Forbes' Simple Simon, 13st. olb. Major C. M. Dobell's Casual, 13lb. 1st. Mr. W. A. Cruickshank's Alphabet, 13st. olb. Mr. G. H. Potts' Cairngorm, 13st, 11b. Mr. G. H. Potts' Impression, 13st, 3lb.

Mr. R. D. Anderson's Sea Fog, 13st. 1lb. DISTANCE HANDICAP.-Once round for all equine and asinine animals. Catch weights, No whips or spurs allowed. Entrance fee,

Handicap. Mr. H. Burton's Sydney, 10st. 12lb.... Scratch. Captain Bancrost's Melba, 11st. 40 yards. Mr. J. A. Higgon's St. David, 14st.... 60 yards. Mr. R. M. Gray's Tube Rose, 11st. 7lb. 150 yards. Captain Warren's Snuff box, 11st. ... 220 vards. Mr. G. H. Potts' Minstrel, 13st.....250 yards. Captain Warren's Offside, 11st.270 yards. Mr. R. D. Anderson's Sea Fog, 11st, 270 yards. Mr. G. H. Potts' Impression, 13st. ...270 yards. Captain Geoghegan's Tarbacker,

rost, 7lb.....300 yards. Mr. W. Loring's Olo Pony, 13st.....350 yards. Mr. R. B. Johnson's Algy, 10st. 10lb. 370 yards. Mr. P. A. Cox's Goliath,425 yards. Major, C. M. Dobell's Koko, 11st, ...435 yards. Mr. F. J. Walwyn's Tatche, 11st 700 yards. Mr. R. D. Anderson's Two of a kind, 11st......700 yards.

MUD-FLAT NORTH.

(From our own Correspondent.)

TIENTSIN, October 3rd. The expected things that were to have happened in Peking have not as yet transpired, and for the moment the most vital question in court circles is, will it rain? Rain is badly needed, as we have had far less than the proper amount this year, and the autum crops are failing, and the Grand Canal has nearly run dry. The to Peking; when the customary prayers have failed this is the final step taken to induce the rain gods to unbend. What especial virtue attaches to the iron tablet I could not tell you, but I believe it is very ancient. It is as you probably know, the gravest responsibility that the Imperial ruler has, to pray for his people, and the absence of rain is weighing heavily just now in the Palace.

The faction opposed to Prince Ching and his proteges Liu and Ching have been impeaching these gentleman, who are consequently lingering in Shanghai very loath to face the our prisoners. music in the Capital. Their absence however is damaging the Empress Dowager's policy as it apparently gives colour to the charge being brought, and she has consequently sent a secret edict for them to return without delay. Nothing more has transpired in regard to the Chino-Japanese alliance, but there is no reason. Filipino independence. They will compel to suppose that it has entirely failed.

by the Nippon Yusen Kaisha to ascertain what | writing. For this reason we must show our justification there is for an extended merchant | gratitude and maintain our position more service between here and Japan, have been | resolutely than ever. We therefore pray to staying here some time at the Astor House, God on high that the great Democratic party ten in number, but what their investigations of the United States will win the next election have resulted in I do not yet know.

Four Japanese who were regarded as spies, Lattempts to subjugate us by force of arms. were arrested a few days ago by Russian | the one near Port Arthur.) The Chinese prove of the war which Mr. Atkinson calls "crivolunteered to be responsible for the Japanese | have declined. that they were not spies, and begged their release and that the Russians would not make | that they should conceal the beauties of the | pute and the raising of new issues, and invited trouble out of such a trifle. After some time | Philippines and the riches of the country in | comparison between what Mr. Chamberlain the men were accordingly released. But they order that the grasping imperialists should not were undoubtedly spies. The Chinese here | cause us any more trouble, and we shall enjoy regard their release at the instance of the overlasting peace. Chinese as a proof of the good understanding between China and Japan.

General Yuan, whose troops are taken as the patiern for all the notinera forces, has just dismissed all the foreign instructors. Why, is not yet known. One of his best men belongs to the Customs, and will be reinstated here I believe. It is quite possible that they have been dismissed to make room for the Lapanese, though nothing to that effect is yet stated.

The Grand Council has been instructed by the Empress Dowager to burn the list of re- eastbound, was held up near Cochise in and political rights which we were occustomed formers, as a guarantee that no further action Arizona on 9th Sept. The job was done by to regard as the necessary equipment of a civiwill be taken against them. A report reach- four masked men, who blew the safe open and lised community. We deliberately gave back 1842—Canton Militia disbanded. ed me the other day that Kang Yu. Wei | took everything in sight. The amount of to the Transvaal its autonomy, and we did not is in Peking dressed in foreign clothes their booty is gaid to be small. The train desire to resume the gift. Some advance had and with his hair cut short. But this is not at | was stopped, the engine, mail and express cars | been made in the direction of the adjustment | all likely, as Kang does not speak English, were cut off from the rest of the train and run of the difficulties. His conclusion was that 'it would therefore be a farce his attempting a mile farther up the road, where the bandits | there was nothing in the situation, delicate and

helween Lungchow and Nanning in Kuangsi robbers attacked the safe with dynamite. The and prudent diplomacy.

Province, is to be built with Russian Capital, strong box was soon blown open and the conthe money being advanced by the Russo- tents taken by the thieves who hastily depart-Chinese Bank. The estimates have been ed. reduced by a million tacis, and now stand at | ... They were last seen going north on foot. 1,200,000 taels, Libelieve, of which Tis. News of the holdup was sent to Williams, A. 600,000 will be paid now to start the work, and T., and a posse soon started out on the bandits' the rest kept available in the Russo Chinese I trail. The dynamite used on the safe blew Bank: This makes virtually a Russian railway out the side of the express car and tore in Kuangsi Province, which is worthy of note. up the floor.

AFFAIRS IN THE PHILIPPINES.

A PROCLAMATION BY AGUINALDO.

[From our Own Correspondent.] MANILA, October 9th.

A proclamation has just been issued by Aguinaldo from Tarlac to the Philippine army and people. It reached Manila two days ago, just after the return of General Alejandrino, who brought in the letter containing peace proposals from Aguinaldo which was returned unopened. Aguinaldo has disbanded a portion of his troops in the north and sent them back, to their homes and in his proclamation he tells them to be peaceful when they return so as to ensure non-interference from the Americans In part the proclamation is believed to be the purport of the letter which General Otis refused to receive from General Alejandrino. Copies were sent to all the foreign consuls in Manila by whom he wishes no doubt to be recognized The document is printed in Spanish and bears the seal of the Filipino Government. Following is a translation of the principal passages (---

"In accordance with the humanitarian principles followed by our government and army, I make known to my beloved people that all those who have no official duties to discharge may, as far as we are concerned, retire into private life to attend to their own business-at their own homes, even in cases where their towns are occupied by the enemy. I only ask them to observe strict neutrality, and in case the imperialists attempt to enlist their aid either by threats or by other means, I leave it to the calm judgement of the people to adopt whatever line of action is best, because I am thoroughly satisfied that they are all perfectly

"Our government does not now require any very large number of troops, but only sufficient to maintain a force in the field and perform other duties. You may, moreover, rest satisfied in the knowledge that our army, which is honoured so much, will not cease its efforts as long as there are any strangers in the land trying to enslave the Philippine people. The Philippine army would a thousand times rather die in defence of justice than submit, and, in truth, what is life worth without honour and in slavery? Beautiful it would be after more than \$2. 1st and 2nd prizes from Gymkhana three-centuries-with our ancient mother Spain, which gave us our civilisation, to let ourselves fall under the domination of strangers who wish to force upon us new manners and sufferings, as, for example, their language; which we would have to become children, again to learn. Keep in mind the saying, "Ang isit na dilat ay mahirap nang mabulag" ("The fruits of civilisation enter into the soul

never to be displaced.") "Does the invader say that we must be governed according to the laws taken over from Spain? I think I am not wrong, in believing that we know a little more about that than the newly arrived foreigners. A people that have known enough to recover their independence know enough to use it."

"" On the other hand this war which we are waging against the imperialists is beneficial to to us inasmuch as it enlightens our people and brings out their best points, and the more lives we lose of our beloved brethren in arms the stronger becomes our feeling of patriotism and

solidarity. .4 But we must not forget that having once become independent we must take care not to promise more than we can perform, as did the Americans on their arrival here, saying they came to benefit and help the oppressed people to make them free and independent and to build up for us a government of our own with a distinctive national flag of our own, a binding promise in their own conscience and in the sight of all the great nations.

And I call the civilised world to witness various Members of the Imperial Family have I that the Philippine people and army have not taken it in turns to pray at the various temples | forgotten nor broken the alliance and friendin the Capital for rain to fall, but the cloudless | ship which they made with the representative skies of bluckeep on, though last Friday we had | of the United States that came here, namely, a regular, typical duststorm which should have Admiral Dewey, through the medium of the been followed by showers. As a last resource the | American consuls in Hongkong and Singapore. Governor of the Imperial Prefecture, Peking, And so strong is the heart of my people, - has now been despatched to Hantan-district-in-lanimated by that famous-convention, that on the South of Childi to bring the famons iron | seeing the Americans had confidence in our tablet kept in the King Dragon Temple there | power the people and army of the Philippine cried out with one voice to liberate them' immediately, saving:

"We don't want and we won't have war against the United States.

"The sons of that mighty nation are our friends and brothers. "We only defend our recovered indepen-

dence against the imperialists and ask for "We therefore give back to the United

States her sons that have fallen into our hands because our brothers and friends cannot be

"In face of this unanimous petition, which agrees with my own feelings, I set the prisoners at liberty, authorising the Secretary of War to return them to General Otis.

"In America there is a great party that insists on the U.S. Government recognising their country to fulfil the promises made to us The Japanese marine commission sent north in all solemnity and faith although not put into and that imperialism will fail in its mad-

"We may base our hopes on the right feelofficials in Kinchow, which place is completely | ing of the American people. There are, moreunder Russian dominance. (This is the over, some Americans here in the Philippines Kinchow at the north of the Pechili gulf, not | who have joined our side because they disapauthorities who remain nominally in control of | ininal aggression," and these Americans when the place appealed to the Russian officials and offered the chance to return to their own camp

"(Signed) EMILIO AGUINALDO,"

DARING TRAIN ROBBERY IN ARIZONA.

THE SOUTHERN PACIFIC HELD UP.

stopped to complete their work. Express even dangerous as it had become, which could The "French" line about to be constructed messenger was forced to open his car and the not and ought not to be safely solved by firm

BY THE MAIL.

From Home Papers,

The "Persic."

The White Star liner Persic, of 12,000 tons, was launched from Messrs. Harland and Wolff's shippard at Belfast on 7th ulto. The Persic is for the Australian trade, and has a displacement of 21,000 tons. She is 550ft. long, 63ft. broad, and 44ft, deep.

The Cape's Present.

The Cape Assembly will try to get the name of the battleship to be contributed by the colony to the Imperial Navy altered from Africa to Good Hope. Africa, says the Cape Times, by no means identifies the ship with the colony which has practically provided it. In regard to the name Good Hope, however, whenever the vessel in her future career carries the white ensign, she will at once be identified as the Cape Colony's contribution to the Royal Navy, and it may be taken for granted, we should imagine, that the Admiralty will see no objection to accede to the wishes of the colony in this matter.

The Heat Wave.

There is no getting rid of the heat wave this summer says a home paper. The 5th ulto, was. practically as hot as the hottest days of June, July, or August. It was naturally in London that the heat was most intense, for London has held the record since the heat wave made its first appearance. The day began nearly as warm as some of the days recently have been at their warmest. According to Negretti and Zambra the thermometer stood at nine o'clock in the morning at 71 in the shade, and it rose rapidly until at two o'clock no less that 87 degrees had been reached. But that was not all, for the heat continued to increase after the hour of its usual maximum, and at four o'clock it reached the highest point in the hottest-89 degrees—which is equal to the hottest record of the summer, except for one day, on which the thermometer hovered between 89 and 90. The particular feature of this extraordinary burst of heat was that the atmosphere was inclined to be moist, and the heat was there--fore-very-oppressive:-

Gold in the Isle of Man.

Discoveries of gold in small quantities in the Isle of Man have often been reported. In some cases workings have been undertaken, but have not prove remunerative. It is now, however, reported that gold-bearing quartz has been found in the island, that crushing tests have yielded one ounce of the precious metal to the ton of quarks. Two gentlemen, who have had experience in Australia, have secured mining rights, and are taking steps to develop the discovery which was made some little time ago, but has, up to now, been kept a profound secret.

The Yunnan Railway.

Negotiations are proceeding, the London Correspondent of the Varkshire Post learns. between the Government of India and an influential body of capitalists in this country for the construction of the Yunnan milway. The underaking will be a very important one-the biggest thing in the way of railway construction that India has been concerned in of recent years. The chief difficulty is the question of a guarantee. It is not improbable that in the end the problem will be solved by the Home Government and the Government of India glying a joint guarantee for a term of years.

Dewey at Gibraltar.

The United States warship Olympia, with Admiral Dewey on board, arrived at Gibraltar on 4th ulto. Mr. Sprague, the United States Consul, who is an intimate friend of Admiral Dewey, was among the first to visit the Olympia. Admiral Dewey landed at noon and a salute was again fired. A guard of honour from the 1 and Batalion of the Grenadier Guards was drawn up to receive him, and he drove in the carriage. of General Sir Robert Biddulph to the Governor's Palace and paid his Excellency an official visit. The Olympia sails direct for New York. on Sept. 11. The Governor returned Admiral Dewcy's visit in the afternoon, being received with the disual salutes. The Admiral and Flag-Lieutenant Brumby are staying at the Bristol Hotel. Admiral Dewey, although well, blowing a heavy gale with fierce squalls and suffers from indigestion, and has therefore high sea. declined the Guards', the Royal Artillery, and other invitations to dinner. Admiral Sampson, with the North Atlantic squadron, is to receive Admiral Dewey when he arrives in the Olympia at Tompkinsville, New York Bay. The Olympia taking its place at the head of Sampson's fleet will lead the warships up to Gen. Grant's tomb, where salutes will be fired and a naval review take place. There will be an illuminanation at night of the fleet and the ships in New York Harbour.

The Transvaal Crisis.

Mr. John Morley, M.P.; addressing a meetling of his constituents at Arbroath, said all were agreed that there was a state of things existing in the South African Republic which |it was in the highest degree desirable to have put right, but we must so shape our police as to carry with us the friendly judgment of the Dutch population and not divide the-white races. If converted into a Crown, Colony the Transvaal would have to be held by force. He did not believe there could be a more insensate example of human folly than a war which would bring added burdens. His maxim was patience, not for the sake of South Africa alone, but for our own sake. He pro-"In conclusion, I repeat to my compatriots | tested, against shifting the grounds of diswrote in 1895 and the provocative language he was beginning to use. We did not want a pirate Empire, and war with the Transvaal

would be a deep dishonour. Mr. Asquith, speaking at Leven on 2nd inst., said that every intelligent person in this country and in South Africa agreed that the time had come for a definite and permanent settlement of the long-standing controversy between the Government of the South African Republic and its immigrant population. No British Liberal could contemplate with satisfaction, a system under which large numbers of our own The Southern Pacific express train No. 10, | countrymen were denied some of those civil

Severe Thunderstorm.

London was visited on 6th ulto, by the most astonishing thunderstorm of recent years. Throughout the country, too, the storm was general, and on all sides floods of min and violent thunder and lightning were experienced, widespread damage being done. The storm

was preceded by extreme heat, the thermometer-recording 78 deg, in London the main strength of the out break appears to have been spent in the neighbourhood of Cheapside, the business houses in that thoroughfare being special sufferers from the lightning, which was frequent and vivid. At the premises occupied by Messrs. Fevez Bros. a brick chimney fell, crashing through a glass roof, and narrowly missed injuring several ladies who were shopping below. A similar disaster occurred at the Ben Jonson Tavern, in Shoe-lane, where a falling skylight caused consternation amongst a group of men standing in the room beneath. The darkness which accompanied the storm rendered the use of the electric light necessary. The whole sky belched forth flame, and rang with sharp but terrible explosions. The lightning tore the armour-clad clouds to ribbons, and through the rents the rain came pouring down in sheets. In five short minutes London was deluged. The gutters and the drains did their best, but they were beaten. -The water rose and eddied round the pavement, and wherever there was the slightest incline the water rushed like a mill race. For half an hour London was alternately lit up with flame or plunged into a darkness which could be almost felt, while rain streamed from the heavens to the earth. Either traffic had to be suspended or dripping horses splashed fetlock deep through the roads in pitch darkness. Perhaps the most curious thing of all was that the storm went even more quickly than it came. Suddenly there was a great gust of wind, which blew out many gaslamps, and in the twinkling of an eye the storm had passed.

Bank Accountant's Suicide.

Mr. C. E. Lewis held an inquest on 7th ulto., at Brentwood, respecting the death of Ralph Newton Foster, aged forty-one, accountant of the National Bank of China, Old Broad-street, E.C., who committed suicide at his residence, 16, Westbury-road, Brentwood, on 6th ulto., by shooting himself.

Mrs. Foster, the widow, deposed that her insband had been greatly troubled recently over money matters. He had speculated heavily, with bad results. This had caused him to be very much depressed, and had told on his .mind. Witness was away from home on the day decased was found dead in an arm-chair at home. Witness identified the following letter as being in her husband's hand-writing a

My darling wife and little ones - Father is going away. Oh, Flo, my little one, it is like a cur, but I must. This awful bank and --- have hounded me into doing this. W should have been so very happy in this little home of ours, but continual misrepresentation, malice, and blackguardism have put me in this position. I owed the bank a little money, and they have used this as a reason for sweating. me. Everything seems so utterly hopeless, and my money is locked up in the Transvaal. Forgive me, my darlings. -- Ralph.

The letter was read in court, the coroner remarking that it was hardly the letter of a sane person. Police-constable Pledger stated that the deceased had also left four other letter to various persons. One was addressed to the Hon. Stuart Wortley, M.P., the Chairman of the London Committee of the bank,

Mrs. Combes, who acted as housekeeper to deceased while his wife was 'away, deposed tofinding deceased in the smoking-room, sitting upright in a chair, dead, with a revolver in his right hand.

Dr. Mansell stated that death, which was not instantaneous, was due to a bullet wound in The jury returned a verdict of suicide while temporarily insane, and expressed their con-

SHIPPING REPORTS.

dolence with the family of the deceased.

Captain Fey, of the steamship Arratoon Apear, from Calcutta, reports :- From Singapore to Lat. 16" N., light to moderate N.E. winds and heavy northerly swell, thence to port fresh E.N.E. winds, high sea and fine weather.

Captain Jackson, of the steamship Loosok, from Bangkok, reports :-- Hongkong to Bangkok moderate E.S.E. and westerly winds with fine weather. Bangkok to Hongkong moderate S.W. winds and fine weather to Cape Varella, strong N.W. gale and squally weather with high confused sea veering to the S.E. and E.N.E. on passing the Paracel Island, and

Captain Roach, of the steamship Haitan, from Foochow, reports:-Foochow to Amoy moderate N.E. wind and sea, fine, cloudy weather. Amoy to Swatow strong E.N.E. breeze and moderate sea, dull, cloudy weather. Swatow to Hongkong light E.N.E. wind, smooth sea, clear weather. Vessels in Foochow on the 10th inst.:-Nil. In Amoy on the 11th :- Foochow, Hupeh, and Salvadora, Ir Swatow on the 12th :- Holhow, Fausang, and Newchroang.

NOTANDA. CALENDAR.

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	BER.	•
Meteorological means	based on fi	steen vear
observation	ns 10-1808	
Barometer		29.982□
Thermometer	• • • • • • • • • • • • • • •	76.2
Humidity	· • • • • • • • • • • • • • • • •	71
Rainfall	***********	· · 5 · 79 · I
TO·I	DAY.	
WEATHER	REPORT.	On data as

Un date at On date at Barometer.....30.14 30.04 Temperature 76 Humidity 71 Rainfall TO-DAY.

Friday, 13th October, 1899. Chinese-9th of 9th moon of 25th year of K wang-sil. Sun-Rises 5hr. 37min. Sets 5lir. 30min. High water-Morning zhr. zmin. Afternoon 6hr. amin. Low water-Morning 10hr. 32min. Afternoon 8hr. 1min.

ANNIVERSARIES.

1815-Murat shot. 1841-Ningpo occupied by British forces. 1859-Destructive typhoon in Hongkong. 1860—Pekin then by the British forces. 1872-Railway in Japan officially opened by the Mikado. 1878-Theatre at Manila totally destroyed by

1892-Norwegian barque Aron wrecked on Newchwang bar. 1890—Final peace conference with the Mainbele chiefs.

TO-MORROW. Saturday, 14th October, 1899. Chinese-roth of oth moon of 25th year of Kwang-su. Sun-Rises 5hr. 57min. · Sets 5ht. 35min.

High water-Morning 3hr. 40min. Afternoon 6hr. 24min. Afternoon 8hr. Imin. ANNIVERSARIES. 1066-Battle of Hastings.

1859-Flora Temple lost in the China Sea, with upwards of 800 coolies on board. 1865-Outrage on foreigner in Formosa. 1887-German sch. Louise sunk by steamer · Metapedia whilst on voyage from

Amoy to Newchwang, two persons, drowned: 1893-Typhoon at Moji and Straits of Shimonoseki, heavy loss of life.

1896—Extradition of Patrick Tynan refused by the French Government. -

SHIPPING AND MAIL NEWS.

MAILS DUE. Australian (Changsha) to-morrow. English (Chusan) to-morrow. German (Bayern) 18th inst. Indian (Suisang) 19th inst. American (Coptic) 26th inst. Canadian (Empress of India) 9th prox.

The steamer Suisang from Calcutta and Straits left Singapore for this port on Thursday tath inst, at 5 p.m.

The Imperial German mail steamer Bayern carrying the German mails with dates from Berlin of the 18th September left Singapore today Thursday at to alm. and may be expected here on or about Wednesday the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba..... at Kowloon Isla de Luzon Simla..... Amara Liberal Empress of China

D. Luan d'Austria ... PASSED THE CANAL

Breconshire

May Flint

Dr. Hans Jurg Kier..

Outward-22nd September-Malacca, 26th September-Energia, Adria, Anapa, Bamberg, Poroneg. 29th September - Annam. 3rd Oct .- Indravelli, Ixion, Kintuck, Vindobona, Hakala Marie. 6th October-Japan, Yarra, Undaunted, Idomenens, 10th October-Ayr.

Homeward-toth Oct.-Formesa, Wakasa,

Sylpping.

Arrivals.

ARRATOON APCAR, British steamer, 2,879, E. Fey, 12th Oct.,-Calcutta 26th Sept., and Singapore 7th October, General,-David, Sassoon Sons & Co.

MEANG HOCK KIAN, British steamer, 956, R. Pentney, 12th Oct.,-Singapore 5th Oct., General.—Chinese. LOOSOK, British steamer, 1,020, J. B. Jackson, 12th Oct.,-Bangkok 3rd Oct., and Koh-

si-chang 4th, Rice and Timber.—Butterfield & Swire. ATHENIAN, British steamer, 2,440, H. Mowatt, 12th Oct., - Manila 9th Oct., Ballast .- U.

S. Trooper.

ENUS, American steamer, 612, D. Imas, 12th Oct.,--Manila 9th Oct., General. -- Brandao Sydney, French steamer, 4,232, Aubert, 13th Oct.,-Marseilles 3rd Sept., and Saigon

5th Oct., Mails and General.-Messageries DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct., - Moji 8th Oct., Coal. -- Siemssen

HAITAN, British steamer, 1,183, J. S. Roach, things to handle when dishonestly come by 13th Oct.,-Foochow toth Oct., Amoy -11th and Swatow -- 12th General.

Douglas, Lapraik & Co. IERMIONE, British cruiser, 4,360, R. S. D. Cumming, 13th Oct.,-Amoy 12th Oct. PASCAL, French cruiser, 4,000, M. Motel, 13th Oct.,—Shanghai 10th Oct.

DR. HANS JURG KIER, Norwegian steamer, 691, H. Lersbryggen, 13th Oct.,-Yokohama 6th Oct., Ballast.-Harling, Buschmann & Menzell.

HINSANG, British steamer, 1,536, Crockett, 13th Oct.,-Java Ports, (Cheviton) 4th Oct., Sugar.—Jardine, Matheson & Co. TAICHIOW, British steamer, 862, P. Primrose, 13th Oct., -Bangkok, 2nd Oct., Rice and . General. - Butterfield & Swire.

Clearances at the Harbour Office.

Diamante, British str., for Manila. Amara, British str., for Swatow. C. H. Kian, Pritish str., for Amoy. Taisang, British str., for Swatow. Taifu, German str., for Hongay. Marie Valerie, Austrian str., for Singapore. Challenger, American ship, for New York. Pakhoi, British str., for Vladivostock.

Departures.

Oct. 13, Formosa, British str., for Swatow. Oct. 13, Taksang, British str., for Canton. Oct. 13, Diamante, British str., for Manila. Oct. 13, Kutsaug, British str., for Samarang, Oct. 13, Taisang, British str., for Shanghai. Oct. 13, Pakhoi, British str., for Vladivostock. Oct. 13, Marie Valerie, Austrian str., for Singa-

Passengers—Arrived.

Per Cheang Hock Kian, from Singapore-375 Chinese. Per Arratovn Apear, from Calcutta, &c .-Mr. Moore, 2 Jews, and 601 Chinese.

Per Loosok, from Bangkok, &c .- Mr. and Mrs. F. Sampson, Mr. Savouret, 14 Chinese, and 3 Japanese. Per Haitan, from Coast Ports-Miss Thomp son, Rev. Mother Silva and Superioress Felicio, Dr. Gracey, Mr. W. D. Sulton, Capt. T. Hall,

Messrs. R. Zollneo, A. Adelsdorfer, S.

Wood, and 127 Chinese.

Per Sydney, for Hongkong from Suez-Messrs. Dellacourte, Galimberie, and Severino Narza. From Colombo-Prince Konoye and Narza. From Colombo—Prince Konoye and 2 Secretaries, and Mr. Paggi. From Singapore—Rev. J. J. Law, Messrs. Tan Eng Son, Hon Kin Chye and Fai Hoon. From Saigon—Mr. F. Archimband, and 161 Chinese. For Shanghai from Marseilles—Mr. Jacques Gourry. From Suez—Mr. and Mrs. J. Francois Goguet, and Mr. Luringue Overhavides. From Colombo. and Mr. Lyriague Oyohanides. From Colombo -Messrs. Andre Duireusart, R. R. Botty, Sougaerte, Clayes, Wolff, Eon Kan, Courardy, Gano, Schmidt, Mrs. Gutslain, Messrs. Melgaatt Sola, Mutto, Melocche, Erck, s.J., J. Morris, and Bonnett. From Saigon-Messrs. Ferra, and Millot. For Nagasaki from Singapore— Mr. Tameki. For Yokohama from Marseilles -Miss Concetta Martira. From Bombay-Miss Wickham. From Colombo-Messrs. Gourlaouen, Willy Nimmerfel, Pare, Morean,

Morvan, Le Doare, Luron, Arthur, Ollivier, Polusaki, Quarter-Master Marines du Pascal (12), de la Surprise, (3), du Bengali (17), Lion (3), Descartes (8), Jean Bart (6), and d'Entres casteang (7). From Singapore-Mr. A. W. Davis.

Per Venus, from Manila-51 Europeans.

STEAMERS EXPECTED.			
Names.	From.	Due.	
Chusan Changsha Pekin Poseidon Machaon Bayern Suisang Kasuga Maru Miike Maru Coptic Bormida Empress of India	Singapore Singapore Singapore Singapore Singapore Thursday Id. Bombay San Francisco Bombay	To-marrow To-morrow To-morrow Oct. 17th Oct. 18th Oct. 19th Oct. 19th Oct. 23rd Oct. 26th Oct. 26th	

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their cierks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Destination.

		, 		
	1			
	Abergeldie	Portland, &c.	Nov.	IIt
ŧ	Algon	San Francisco, &c.	Nov	. 215
,	America Maru	San Frantisco, &c.	Nov	. 14t
7	Andalusia	Havre, &c.	Nov	. 15t
	Argyll	New York, &c	Oct.	25th
	Bamberg	Havre, &c	Nov.	. 30ti
1	Bayern	Straits, &c	Nov	. 8th
1	Breconshire	Victoria. B.C	iOct.	28th
-	Calchas	London,	Oct.	17th
ŧ,	Candia	London, &c	Oct.	24th
	Carliste City	San Diego, &c	Dec	. I5tl
	Carmarthenshire.	San Diego, &c	Nov	, 15t
	Changsha	Kobe & Yokohama	Oct.	20th
٠	China	San Francisco, &c.	Dec.	. 1611
	Chusan	Shanghai	Oct.	14th
	Chusan	Victoria, B.Ç	Oct	14th
	Copuc	ian Francisco, &c.,	Nav.	_31 h -
	l CoromandelH	Surope, &c	Oct.	rath.
	Doric	an Francisco, &c.	Dec.	23rc
	Eastern	Sydney, &c	Oct.	20th
	Emp. Chinav	/ancouver.&c	Oct.	25th-
	Emp. India Emp. Japan	,,	Nov.	2230
	Emp. Japan	11	Dec.	20tl:
	Gaelic	an Francisco, &c. l	Nov.	101
	Haimun, S	watow, &c	Oct.	t (th
	Hailan	watow. &c	Oct.	t 7th
	Hakuai Maru 🚻 [V	/ladivostock, &c]	Oct. :	26th
	Hector[L	.ondonl	Nov.	1111
	Heidelberg F	lavre, &c	Nov.	٤th
	Hohenzollern!!.	apanl	Oct.	tath
ı	- Hongkong Mart 15	an Francisco, &c.)	Dec.	oth
	Java	.ondon	Nov.	2nd
	Kasûga Maru[[apan	Oct.	21 5 t
	Rawachi MaruN	iarseines, &c	Mov.	3rd
	Kinshiu Maru V	ictoria, B.C	Oct. 1	19th
Ĺ	König Albert S	traits, &c	Dec.	13th
۱.	Maidzuru MaruS	watow, &c	Oct. 1	15th
	Malacca	apan	OCL	218L
	Nippon Maru is	an Francisco, XC.	Oct.	19th
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	Onsang	an r rancisco, &c.,	Oct. 2	25tm
	OrestesL	ondon(UCL (3 1 S L
ł	PakhoiV	plebana & Patal	Oct. 1	411
	Present Y	okonama & Kobeli	Jet. I	4th
1	Preussen Si	traits, e.c.	an. 1	Oth
ı	Prinz Heinrich., St	istorio P.C	Jec.	27th
J	Queen Adelaide. V	nctoria, B.C.	NOV.	ioin
ı	. Rosetta	ipropose See	Jet. I	sin .
ı	Saint IreneV	ictoria B.C	1 CO.)	7111
Į	SavoiaH	oure &c	yec. Yec.	Sin
1	Sibiria	nure les	ソング・エ	qui.
	St. Mark N	ow Vorb &	107. 31.	zum.
	Tamba MariM	arspilles &c	3~+ •	100pi
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	Venus	lanila	Oct. 1	6th
	Venus	lanila. &c.	Oct. 2	711
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NOBODY WILL STEAL THEM,

There are two reasons why the Crown jewels are never stolen from the Tower of London. They are in a strong place, well guarded, and are dangerous

Most losses of valuables are due either to careless. ness on the part of the owners or custodians, or to bribery. Perhaps the burglar's vacation is under no circumstances an absolutely safe one, but not infraquently he chances upon a "job" which is both easy and lucrative. I do not memtion this fact for the unworthy purpose of inducing any of the youth of the land to enter the profession, but solely to throw illustrative light upon quite another theme. Still there is a relation between them, and we shall hit it after we have talked a bit about the case of Mrs. Mary Rowlands, who lives in Wales.

The lady says that no longer ago than February (1898) she had a severe attack of influenza, followed by broughitis. At this point we are concerned to know whether the influenza was in any sense responsible for the bronchitis, as cause and offect. If so, why? It is well understood, of course, in England, where influenza is so common, that other allments do follow it; yet probably, the majority of us have not settled in our minds the reason for it.

At all events, Mrs. Rowlands had a low, bad time. The trouble lingered along as, sometimes winter does, away down into the period proper for May blossoms; She could not seem to get the better of the throat ailment nor master the lethargy and weakness left. her as a legacy by the influenza. Her condition may ... be likened unto that of a ship which has indeed survived a gale but finds herself stripped of the sails needed to enable her to take advantage of gentler

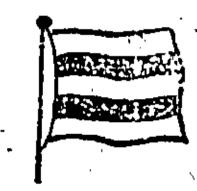
The lady's hope of gelting back her lost strength by taking plenty of solid nourishing food was illmory. Every meal of that kind caused fearful dis--treas-in the -stomach and -acute-pain at the chest. Nature distinctly repudiated the solid food, and almost as strenously objected to the liquids, such as broths, tens, and milk. It looked as if Mrs. Rowlands must starve at her own table.

Then came on asthmetic symptoms, so had she was often obliged to group for breath. Between this combination of complaints she got but little rest day or night. Soon after arose a threat of a still more serious disease—a threat happily not fulfilled. Trefer to the cold, claiming sweats that broke out upon her, pointing to fatal decline. The fear was natural, as grim Consumption, with his poisoned dart, often approaches by that same road.

"I became so reduced and feeble," the lady writes, "that my daughter had to nume me constantly. could not get into or out of bed without her help. In the house, or to others, I was of no use at all, The doctor who attended me left nothing untried that he knew of ; but in spite of all he did, I grow worse.

"Where I should have been to-day, whether in the." hand of the living or not, who can tell, if a kind Prorealise it. I found myself in the best of health, and have continued so to be ever since. For my remarkable and unexpected recovery I am under obligation to Mother Seigel's Syrup; and so I tell all whom I'm know."—(Signed) MARY ROWLANDS, Deri, vis... Cardill, August 31, 1898.

One thing Mrs. Rowlands says in her letter which : I have reserved for this place, namely, that she was a dyspeptic. Her system was weakened and her blood; rendered impure by indigestion. That is the mail point. That is telly she was open to the atlacks of influenza, bronchitis, and asthma. Her body castle being weak, the precious jewel of health was stolen. Keep the digestion strong and the blood clean and pure, by the frequent use of Mother. Selgel's Syrup, and there will be no soil for the germs of disease to grow in. The system, thus guarded, protects the health as the walls and doors of the Tower hold safe. the Crown jewels, [Adrt. - 139



PROJECTED SAILINGS FROM HONGKONG -SUBJECT TO ALTERATION. STEAMERS. SAILING DATES.

*KINSHIU MARU....... (VICTORIA, B.C. and SEATTLE, THURSDAY, 19th October, U.S.A., VIA KOBE & YOROHAMA... MARSEILLES, LONDON & ANT-WERP via Singapore, Penang, TAMBA MARU J. W. Wale COLOMBO and PORT SAID...... NAGASAKI, KOBE and YOKO-) SATURDAY, 21st October, KASUGA MARU.....

at a P.M.

at Noon.

at 4 P.M.

at Noon.

at a P.M.

SATURDAY, 21st October,

VLADIVOSTOCK, VIA SWATOW, THURSDAY, 26th October, HAKUAI MARU AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI čManila, Thursday Island, YAWATA MARU...... TOWNSVILLE, - BRISBANE, A. E. Moses SYDNEY and MELBOURNE. MARSEILLES, LONDON, and ANTWERP, via Singapore,

KAWACHI MARU..... (PENANG, COLOMBO & PORT SAID) *Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central

` A. S. MIHARA,

Hongkong, 12th October, 1800.

W. Brady

E. W. Haswell

W. Nishimura

Atlantic Steamers.

"CLAYMORE."

SCOTCH WHISKY.

SOLE AGENTS:

VICTORIA DISPENSARY.

. . HONGKONG. 1247n]

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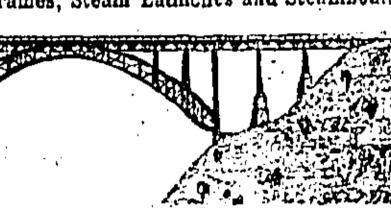


at Louvain (DYLE), Belgium Railways and Tramways, Plant and Relling Stock, Carriages and Waggens, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portables (demontables) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

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TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft hones do not have enough lime. When children are, thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China : -- WATKINS & Co., Hongkong.

THE POPULAR DINING ROOMS,

18, PRAYA CENTRAL, ---(Near Hongkong Hotel).

Now OPEN. Good Home Cooking and Meals at all hours. Hongkong, 9th October, 1899.

WORTH A GUINEA A BOX.

BILIOUS AND NERVOUS DISORDERS SUCH AS SICK-HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box. Prepared only by the Proprietor :-

THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:----

WATKINS & CO. AUDIHECARIES HALL, 66, Queen's Road Central, Hongrong.

NOTICE.

TIGHT SCHOOL for EUROPEANS, by an N EX-SCHOOLMASTER. Terms moderate, for Particulars apply -

c/o This Office. Hongkong, 18th August, 1899. [1048a], 14th September, 1899.

CAZANOVE,

BO DOWNY GOLD MEDALS Bordeanz, 1832. Paris, 1889.

THE REVEREND FATHER

This ELIXIR is employed with state success to revo-e the FORGES TATES the DIOESTION.

> TONIC WINE Of the Rev. Father A. KERMANN MOR A-KINA of Dr. GOLZ.

CREME DE MANDARINE. Axisette superfine.

LAENDLER & Co., Paris.

For Sale.

FOR SALE,

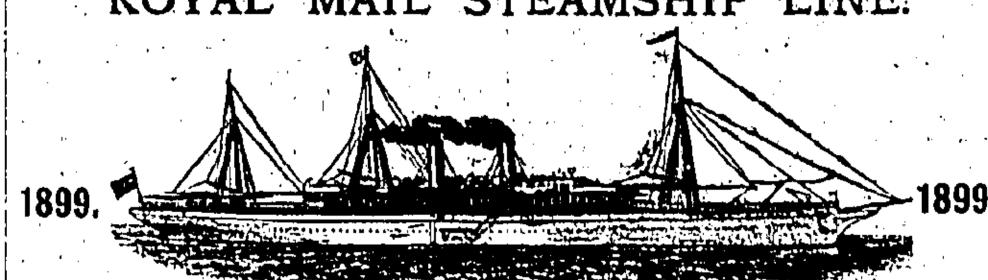
LIOTEL BUSINESS in NORTHERN PORT, La Long Lease at very Low Rental, Good l'aying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance,

and Stone against White Ants, Decay, Fungus Office of this Paper,

Rot and Dampness.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA - AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 25th Oct., 1899. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899. EMPRESS OF JAPAN ... Coundr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FRIDAY 27th October, of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made FRIDAY, 3rd November, at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

D. E. BROWN, General Agent, Pedder's Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND/SEA ... OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

at Noon.

at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Thursday, 19th Oct., Kobe, Inland Sea, Thursday, 19th Oct., Yokohama & Hono-

AMERICA MARU (via Shanghai, Nagasaki, (Tuesday, 14th Nov., Kobe, Inland Sea, Yokohama & Hono-

HONGKONG MARU (via Shanghai, Naga-Saturday, 9th Dec., saki, Kobe, Inland Sea, Yokohama and

lulu)

Honolulu)

THE Steamship

"NIPPON MARU," -

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND and Tea for London (under arrangement) will SEA, YOKOHAMA and HONOLULU, on SEA, YOKOHAMA and HONOLULU, on proceeding direct to Marseilles and London; THURSDAY, the 19th October, at Noon, other Cargo for London, &c., will be conveyed taking Freight and Passengers for Japan, the via Bombay. United States, and Europe.

LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Allantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be

obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail. routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \mathcal{L}_4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande. and other direct connecting Railways and from Chicago to destination the choice of direct

. Particulars of the various routes can be had: on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families... Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Bayern..... | Wednesday | 8th Nov. Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing: Parcel 2 Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building. L S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

SAILING VESSEL. FOR PHILADELPHIA AND NEW YORK

THE 3/3 A.I.I. American Ship

" ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch. For Freight, apply to

ARNHOLD, KARBERG & CO. Hongkong, 20th September, 1899.

USED FOR OVER 20 YEARS. With the Utmost Success. Thoroughly reliable preservative for Wood'

Sole Agents for China, LUTGENS, EINSTMANN & Co. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY. STEAM FOR -

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.).

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 14th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, be transhipped at Colombo into a steamer Parcels will be received at this Office until 4

Steamers of this line pass through the IN- P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars apply to

H. A. RITCHIE, Superintendent. Hongkong, 13th October, 1899.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, "BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN HE TAKEN ON THROUGH BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

		
König Albert	Wednesday	13th Dec.
Prins Heinrich	Wednesday	27th Dec.
Proussen	Wednesday	10th Jan.
Karlsruke	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Obdenburg	Wednesday	21st Feb.
Bayern	Wednesday	7th March.
Slubigart	Wednesday	21st March.
	Wednesday	4th April.
	Wednesday	18th April.
Prinz Heinrich	Wednesday	2nd May.
Preussen	Wednesday	16th Mav.
	Wednesday	30th May.

N WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on Tuesday, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels ARBOLINEUM-AVENARIUS should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co.

Hongkong, 11th September, 1896. [19] Hongkong, 13th October, 1899. [1293a-

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)



HAMBURG-AMERIKA LINIE.

(Bast Asiatic Service.) (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante; Black

PROJECTED SAILINGS FROM HONGKONG

of SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

			37 CH. 1
	SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES	
*SAVOIA}	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURO)	{	Freight ar
Jäger	(LONDON with transhipment in HAMBURO)	C October.	Passage
*HEIDELBERG}	the same of the sa		
Schüder)	(LONDON with transhipment in HAMBURG)	i November, j	Passage
ANDALUSIA ((LONDON with transhipment in HAMBURG) HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG);	November	Freight.
	HAVRE and HAMBURG.		
	Trial and the second of the se	.3 • • • • • • • • • • • •	7 ·
RAMBERC .)	HAVRE and HAMBURG MOVE AND A	(About soth)	1
	(LONDON with transhipment in HAMBURG)	l November.	r.reiffitt

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co.,

STEAMSHIP COMPANY.

THE ATCHESON TOPEKA & SANTA L FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND

CALIFORNIA AND ORIENTAL

HONOLULU. United States, Mexico, Central and

SOUTH AMERICA, &C.		,
[3,406	about	Oct. 2
2,929	about	Nov. 1
3,002	about	Dec. 1
	[3,406	3,406 about 2,929 about

THE Steamship

"THYRA," will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point i in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same.

time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo des-tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or. Passage, apply to **BUTTERFIELD & SWIRE**;

Hongkong, 7th October, 1800. U.S. MAIL LINE.

Hongkong, China and Japan.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULŮ.

PROPOSED SAILINGS FROM HONGKONG. *Onsang (via Naga) Wednesday, 25th Oct.,

saki, Kobe & Yokoat Noon. hama) *Algoa (via Moji, Kobe,) Tuesday, zist Nov., Yokohama & Honoat Noon.

China (via Shanghai,) Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sea, Yokohama at Noon. and Honolulu)

(* Taking Cargo only.)

THE Chartered Steamship "ONSANG," will be despatched for SAN FRANCISCO,

on WEDNESDAY, the 25th instant, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, Coptic (via Shanghai, and passengers are allowed to break their journey at any point en route.

via NAGASAKI, KOBE and YOKOHAMA,

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO Doric (via Shanghai, EUROPE have the choice of Overland Rail Nagasaki Kohe In-Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFICS RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-LAND CITIES in the United States have. between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC. CENTRAL PACIFIC, UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago and passengers are allowed to break their to destination the choice of direct.lines.

Particulars of the various routes can be; had on application. Missionaries, members of the Naval, Military, particulars of the various Routes may be ob-Diplomatic, and Civil Service, to European tained upon application Officers in the service of China and Japan, and

to Government officials and their families.

Company's and connecting Steamers Freight will be received on board until 4 P.M. not apply to through fares for China and fapan the day previous to sailing, Parcel Packages 10 Europe. will be received at the Office until 5 P.M. same L. PARREL PACKAOUS should be marked to day; all Parcel Packages should be marked to address in full and same will be received at

tined to Points beyond San Francisco, in the United States, should be sent to the Company's lined to Points beyond San Francisco, in the Office in Sealed Envelopes, addressed to the United States, should be sent to the Company's Collector of Customs at San Francisco. Collector of Customs at San Francisco.

Queen's Building, J. S. VAN BUREN, Agent Hongkong, 5th October, 1809.

STEAMSHIP COMPANIES VIA SHANCHAI, INLAND SEA, KOBE, AND YOKOHAMA

PROPOSED SAILINGS FROM HONGKONG. FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. Taking Cargo and Passengers to JAPAN PORTS, City of Dublin | 3,328 | J. R. Rae.... | Oct. 14.
HONOLULU and SAN FRANCISCO, The Breconstite | 12,567 | R. Poebleg | 1 Oct. 28 Breconshire ... | 3,567 | R. Peebles ... | Oct. 28. Queen Adelaide | 2,832 | F. McNair .. | Nov. 18.

> FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY,

Saint Irene | 3,877 | W. Attree ... | Dec. 9.

Abergeldie | 3.777 | J. Murray ... | Nov. 11: Monmouthshire | 2,874 | W.A. Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27. THE attention of Passengers is directed to the very cheap rates offered by the Line,

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK (41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of.

HONGKONG TO LONDON, £47.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application, Special rates allowed to members of Government Services.

the first class ATLANTIC MAIL LINES.

Through Bills of Lading issued to Pacific 11330 Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of

the Steamer). Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED. General Agents.

Hongkong, 18th September, 1899. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE:

TAKING CARGO AND PASSENGERS TO

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND

'HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Nagasaki, Kobe, In- (Saturday, 4th Nov., land Sea, Yokohama at Noon. and Honolulu).

Gaelie (via Shanghai, Nagasaki, Kobe, In- (Thursday, 30th Nov., land Sea, Yokohama (at Noon. and Honolulu).

Nagasaki, Kobe, In- (Saturday, 23rd Dec., land Sea. Yokohama (at Noon. and Honolulu).

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU. on SATURDAY, the 4th November, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu.

journey at any point en route; Through Passage Tickets granted to England, France and Germany by all traps Atlantic lines of Steamers, and to the principal cities Special rates (first class only) are granted to of the United States or Canada, Rates, and

Special rates (First-class only) are granted to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to Officials in the ervice of China and Japan, and
San Franscisco, to Atlantic and Inland Cities to Government officials and their families. of the United States, via Overland Railways, to Passengers who have paid full fare, re-em-Havana, Trinidad, and Demerara, and to ports barking at Sail Francisco for China or Japan-in Mexico, Central and South America, by the (or vice versa) within one year, will be allowed a discount of to per cent. This allowance does

address in full; value of same is required. the Company's Office until Five P.M. the day

Consular Invoices to accompany Cargo des. previous to sailing to the Company Cargo des.

For further information as to Passage and For further information as to Freight of Freight, apply to the Agency of the Company, Passage apply to the Agency of the Company, Queen's Building

Ir-w Annekong, tolik October 1800.

NEWS FROM THE NORTH.

(From Shanghai Papers,)

Tramways for Shanghai. - A matter which has been much under dis cussion of late in Shanghai is the proposed

tramways, and the China Gasette, commenting on the tenders, says :--We are very glad that the local authorities have lost no time in laying before the public particulars regarding the Tramway tenders, which we asked for in our issue of Thursday last. The public are now in a position to judge of the respective morits of the several tenders, and more particularly of that sent in by the Shanghal Tramway Syndicate, Limited, of 63-64 New Broad Street, London, and Messieurs P. and B. Durand, Tramway Constructors, of No 9, Rue President Carnot, Lyons, and 38, Rue do la Chaussée d'Antin, Paris. This is the tender which the two Municipal engineers evidently consider is the one that has most to commend it, and indeed they are both quite enthusiastic over the generosity of its terms, But after a very careful perusal of its wording we entirely fail to see what great good Shanghai would gain by acceping it, and our advice is, if much more alluring inducements are not forthcoming than the last invitation for Tramway tenders brought forth, the Ratepayers of both Settlements would be far wiser to let things go on as they are and decline to accept any Tramway tenders at all. With the names of the directorate of this combination we have no fault to find; they are all highly, ornamental and honourable names; to which half the letters of the alphaber are added as embellishment. Only one name has any connection with Shanghai. Indeed the Syndicate's front page might well delight the heart of any comany promotor, and might even bring tears of loy from Hooley; but withat we have strong suspicions that this attractiveness is not so much for the delectation of the people of Shanghai as for the attraction of investors in England and France, who are to be asked to come into the company if Shanghai grants the franchise asked for. We note with regret that no information is given as to the capital of the Syndicate, though doubtless the names of the directors are a sufficient guarantee that all the money asked for will be forthcoming-from the public at home for it is pretty certain very little stock in it would be taken up locally. It is, however, satisfactory to note that all conditions inserted in the invitation for tenders have been accepted, but on reference to the copy of the "Pamphlet of Conditions" issued -by the Municipal Council for these Settlements, that clause 38 which reads "Concessionaires will be required to accept the jurisdiction of H.B.M.'s Supreme Court for China and Japan in the Foreign Settlements, and the French Consular Court in the French Concessions," has been scored our in red ink, and the words inserted "Withdrawn by Order of the Council." There may not be much in this at the moment, but hereafter in the not unlikely event of disputes with the Syndicate, it might prove a very awkward point for the Municipality. We note by home papers that most of the municipalities which give concessions to tramway companies spend a large portion of their energies upon the thankless task of keeping the concessionaires up to the mark in the matter of road repairs eic., and to have no tribunal defined in an archaic and loosely jointed place like Shanghai might prove a terrible thorn in the side of the Ratepayers for years to come. But what is in our humble opinion fatal to all chance of anyof the tenders being accepted is the utterly ridiculous sum offered for the extensive and valuable franchise asked for. The highest bid in this respect is Mexican \$50,000 a year, divided between the General Foreign and the French Municipalities and the Chinese authori-This we suppose would be divided in the proportion of three-fifths to this side and twofifths to the French, and Chinese. So that for \$30,000 a year, we on this side would surrender our roads to the tender mercies of a powerfulhome company which would be superior to any local court and would simply do as it liked without any chance of being pulled up as long as it kept within the strict letter of the law laid down in the franchise. Amongst other things Tramways were first spoken of as, a means to clear our streets of some of the congested traffic, by reducing the present excessive number of vehicles. Reduction of the number of vehicles now means serious loss of revenue when every vehicle is heavily taxed. But \$30,000 a year would go only a very little way towards compensating the Municipality for the heavy, loss of revenue from jinricksha, wheelbarrow and - carriage licenses that it would entail if it were a success. Its success, however, is not so certain, as people at a distance imagine, for the wheelbarrows carry their hundreads of thousands of mill workers at present at the marvellously low rate of three-tenths of a cent per mile. No electric tramway could hope to compete with this primitive means of locomotion which admirably suits a people with whom time is no object and discomfort no drawback. But most serious of all to our minds is the fact that none of the tenders seem to consider the phenomenal narrowness of the densely crowded streets which their tramcars would be called upon to traverse. We are strongly in favour of tramways theoretically, but when it comes to laying them down in such narrow, twisting, crowded arteries of traffic, as the Nanking road, Kiukiang, Hankow, or other roads leading off the Bund. Broadway, (sadly misleading title), as far the Old Dock. Seward Road, Kinngse Chekiang Road and the tortuous congested street leading

New Blood Wanted.

crowded streets.

from the West Gate, our courage fails us, and

we are afraid it will prove a physical im-

possibility to run electric tramways without

terrible results to life and limb. In this case.

it would eventually fall upon the Municipalities

to bear the cost of purchasing the land in the

nurrowest streets, so that the Tramways, could

run in safety. If the Rateyayers consider for a

moment what this will mean eventually they

will think twice before granting any franchise,

unless the Concessionaires are prepared to buy

their way through the narrower and more

work fells, and the way in which he carried out are not properly worked, owing to want of his curies folly deserved the vote of thanks he capital and of energy, although with systematic felling and curing a profitable industry might be

Bunky's" big Jump. "Daybreak" says -- I have heard of several wonderful jumps made by China ponics, but in the eccentric line nothing to cap that of the 13 hd. 2in. Bunky. The taipan of Teen-en very kindly asked me to call and see the result of Bunky's midnight performance. His stall is of the ordinary size used for ponies, and in front of it there were the two wooden bars, the top one me suring 4ft. 2in. from the ground. These he cleared as he has do done before. In front of the stalls is the usual path way measuring in width 6lti, and this is bounded by a brick wall. At the end of this pathway is a window 2ft. 8in. which is 3ft. 9in. from the ground. The window was closed, but on the pathway can be plainly seen the marks where Bunky took off, and on the ground outside the stable, is the window and frame which he carried with him in his marvellous jump. Strange to say the pony has escaped unhurt. The why and the wherefore of this performance is worthy of study. "Lock the stable door before the steed is stolen" is the old proverb, but such advice is of little use in Bunky's

Sport in Shanghai. (From Sport and Gossip of 8th inst.) SHOOTING. -

"A" COMPANY'S RIFLE MEETING.

Yesterday morning the annual rifle meeting of "A" Company, S.V.C., began at the Range under the most satisfactory conditions as regards weather. The competition for the Monthly Cup was decided at 200 and 500 yards Private W. Brand winning with the capital total of 65, out of a possible 70, made up of 31 and 32. Three ranges of the Mih-ho-loong Challenge Cup were fired, and this and other competitions will be decided to-day. There are some thirty entrants to the meeting. ROWING NOTES.

There is only a fortnight more before the Regatta, and the crews are settling down into proper training. There being only two light eights, crews can only get out on alternate days and can, therefore, get more work in with

The Irish have been doing most work this week, but have all got the same old faults, i.e. backs are crooked and the slides and legs, are not made use of."

The Scotch got in the medium boats yesterday, and were not at all happy. They have been going very well in the medium eights, so | ought to pick up the swing very quickly.

The Germans and English are both improvng a little, especially the former. In the English Eight, more care should be taken over the swing forward; this applies most to bow, 2, 3 and 4. The International Fours have not been doing very much, the Germans and English being the only crews to put in an appearance,

Both are going very well. Bow in the English four looks as it he was very uncomfortable and must take care of his buish.

Of the Hong Fours, Taikoo and Wayfoong have been out and the newcomers, the American Trading Co., and the Chartered Bank. I have not seen anything of the griffins. They should have started to get their men together before this. The race between the Club and the Committee is to come off, and Byrne has been elected stroke of the Committee boat; the Club boat is not made up yet.

ON THE SPOT. CRICKET. SHANGHAI CRICKET CLUB. SINGLE v. MARRIED.

Time did not permit of the match on the. .C.C. ground between the Single and Married being brought to a definite conclusion, and, like most matrimonial differences the result had to be called a draw. The Bachelors made tor, and their opponents, when stumps were drawn, had three wickets to fall and were 18 runs behind. There was therefore not much to choose between the elevens. Appended is the full score :--

SINGLE.

-G. P. Lanning, run-out-

W. H. Moule, b. Jackson22

T. Wallance, c. Jackson, b. Wright o

1	vv. n. iviouie, b. Jackson22
ł	W. J. Lyack, b. Wright
ı	E. K. Morriss, D. Jackson
1	T. M. Dawyer, J-D-w., b. Lockson
	n. E. Campbell c. V. H. Lanning h
1	Carruthers
ı	H. J. Stabb, b. Jackson
L	A. E. Stewart, not-out
Į.	W. W. G. Porc E. Indiana
ŀ	W. W. G. Ross, b. Jackson
ł	E. Ormiston; b. Carruthers
L	Byes 4, 1-b. 2 6
L	
	101
1	MARRIED.
1	A. P. Wood, c. Steward, b. Lanning 9
1	1. Walsh, D. Stewart
1:	W. P. Jackson, J.b.w., b. Lanning
	A. S. Bremner, b. Lanninh
<i>i.</i>	A. G. H. Carruthers, b. Moule 26
	P. B. Pattisson, b. Stewart
٦,	· F. E. Lavers, D. Slewart
.·.	o. E. Sinancy, not-out
•	E. A. Probst, not-out
٠.	C. H. Watson)
	C. H. Watson } did-not-boat.
_^	Bycs 9; l-b. 2
	The state of the s
	<u></u>
	BOWLING ANALYSIS.
·.	
	sinole,
	Wright,
٠٠.	Tackers
	Name the second
	Carruthers 7 0 22 2
٠.	MARRIED.
•	Stewart
٠.•	
. •	Lanning
j., 1	
	Tyack 2 o 11 o
•	

ST: HELENA. AN INTERESTING REPORT.

The report of the Governor of St. Helena for The Literary and Debating Society's annual the past year shows considerable improvement meeting on Tuesday passed off very satisfac-" in the condition of the Island, owing to the intorily, says "Daybreak" in Sport and Gossip, crease of the garrison and extensive works now and with a good working Committee it looks being carried out by the colonial and Imperial. as if it is safe for at least another season. Governments, so that the people are fully em-Somehow or other the danger of dissolution ployed on good wages. The revenue last year constantly hange over this Society, although was £9,152 and the expenditure £12,340; but when the work of the season comes to be related part of the latter was extraordinary and not likely It is seen that it has done a good deal to lighten to occur again, and the Governor anticipates a the tedium of our winter evenings. The real substantial surplus during the current year, as difficulty, of course, is to get new blood into there was one in 1897. There is no public the active ranks. Financially the Society is debt, but a Parliamentary grant in 1871-72 of prosperous, and, with a membership of 160, over £5,000, made without interest, is now harri-kirri" ought not to be contemplated, but, being paid off by annual instalments. The as one gentleman remarked when we attend imports last year amounted to £62,985, or the meetings of the Society we find the same, nearly double those of the previous year, speakers time after time. The difficulty is to owing to the increase of the garrison and the get the members to debate. No doubt there is extensive fortifications and barracks now in a lot in what was said as to young members; iprogress. The imports are mostly food stuffs being hashful in addressing a meeting which is and building material, while the exports, which public, but if the Society rushes to the other consist chiefly of potatoes, amounted only extreme and shrinks from all publicity it will to Carson. Two English ladies have insconfind public interest and support decline; troduced lace making amongst the girls of In Mr. Donovan the Society loses a hard work—the Island with great success, and the Governor ing and enthusiastic. Hon, Secretary, It is is experimenting on brick and tile making from practically on that officer that the brunt of the clay which is found on the island. The fisheries

maintained. Local farmers have not been able during the year to keep pace with the demands of the garrison for cattle, and accordingly the military authorities had to import the latter from England, South Africa being ravaged by rinderpest. For the last two years the whalers have quite deserted St. Helenn where they used to spend much money; it is probable that the sperm whale fishery is not so profitable as it was, and the ships employed in it have gone further north in search of the right or whalehone whale, The total population at the end of last year was 4.543; the south east trade wind blew steadily for 332 days in the year, and there were only nine days of calm. The Governor hopes that winter visitors from England may be tempted by the salubrity of the climate to try St. Helena, which is superior in some respects to Madeira and the Canary Islands. He says the people as a whole compare favourably with the English agricultural population; with few exceptions all can read and write, and the language is spoken with greater purity than in many districts at home. As a rule, the people are happy and contented, with little crime amongst them and much kindness in helping each other. Strangers are greatly impressed with the general civility shown to them by old and young.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer Annam, from Marseilles, Sept. 24.-To Yokohama Mrs. Greben To Kobe: Mr. and Mrs. Weil To Shanghai & Mr. R. C. H. Watson, Dr. Matignon, Mrs. d'Anthouard, Mr. and Mrs. Sennet, Mr. Foster. To Haiphong: Mrs. Potrin du Motel and 2 children, Mr., and Mrs. Devaux Mr. A. Dreyfus, Mr. Gobert. To Saigon : Mr. Ferber, Mrs. Jacque, Mr. Delosae, Mr. and at Daylight. Mrs., de Montfort. To Batavia : Mrs. Romeny, Mr. G. P. Hill, Mr. van Pestrie, Mr. H. Watson, Mr. P. Hill, Mr. P. Wittenrood, Mr. Wurfbain, Mr. Weychardt, Mr. Perber, Mr. Stenekens. To Singapore: Mr. J. Van Vollenhoven, Mr. J. Obreen, Mrs. Rominy, Mr. Gasille, Mr. Timmermans, Mr. Gasille, Mr. Wagenaar.

Per Messageries Maritimes steamer Farra, from Marseilles, Oct. 1.-To Yokohama: Mr. and Mrs. Deladouepe. To Hongkong: Mrs. de Camilli.

Per Messageries Maritimes steamer Armand Behic, connecting with the steamer Yarra at Colombo, from Marseilles, Oct. 8.-To Yokohama; Mr. and Mrs. A. Seymour. To Hongkong: Mr. G. Andrews. To Saigon: Mr. Gallois. To Batavia: Mr. J. M. Fleury. To Singapore: Mr. and Mrs. Remmer. Per Messageries Maritimes steamer Austra-

lian, connecting with the steamer Ernest Simons, at Colombo, from Marseilles, Nov. 5 .-To Singapore: Mr. C. G. Garrard, Mrs. Douglas Campbell, Per P. and O. steamer Oceana, connecting

with the steamer Chusan, at Colombo, from London, September 7.-To Straits, China, and Japan : Rev. Weir, Miss L. E. Harris, Miss H. Simmonds, Miss K. Mowat, Miss Meichie Miss Brookes, Miss Haston, Mr. A. Lees, Mr. and Mrs. Rawcliffe, Mr. and Mrs. C. D. Harvey and child, Mr. L. Goetz, Mr. Wickett, Mr. Russell, Mr. W. Duncan, Miss Neave, Mr. J. M. de Silva. From Marseilles, Sept. 1 th Mr. S. T. Cohn, Mr. J. Criuckshank, Mr. Harry Lawson, Mr. Geo. Michey. From Brindisi, Sept. 17th Rev. and Mrs. Goodrich. Per P. & O. steamer Malacca, from London, Sept. 9th-To Straits, China, and Japan : Mrs. Evans and 3 children, Mr. Thomas, Dr. and Mrs. Gray and child, Miss McNeill, Miss J. M. K. Nordlund, Mrs. Cousins and 4 children, Mrs. M. Hutchinson, Miss Bartlett, Miss Shilstone, Rev. Biggin. Mr. W. T. Stearn, Lieut. F. G. Butler, 2nd Lieut. W. C. Shewell, and Lieut. W. B. G. Barnes, Mr. C. Z. Edc. Per P. and O. steamer Britannia, connecting with the steamer Bengal, at Colombo, from London, September 21th.—To Straits, China, and Japan: Miss J. A. Morton, Mr. and Mrs. Macdonald, Mr. H. F. Weld, Mrs. Henry Morriss, 2 daughters and son, Mr. A. F. Greig, Mr. | for Passengers, and has a Refrigerating Cham-W. Preedy, Mr. Williams, Mr. T. K. Welch, ber which ensures the supply of Fresh Provi-

ber 28th: Mr. and Mrs. A. M. Chalmers. Per P. and O. steamer India, from London, October 6th-To Straits, China and Japan: Miss Carpenter, Mr. T. Grant, Mr. and Mrs. Mitchell, Mrs. Law and 2 children, Miss Fleming Miss Barr, Miss Paulin, and Mrs. Purdy and child, Miss Aston, Miss Townsend, Miss F. Williams, Miss Blundell, Miss Fairburn, Mr. H. A. Pattman, Mr. and Mrs. Hannay and and child, Mr. and Mrs. F. S. B. Graffney, Miss Lloyd, Mr. C. Bramall, Mr. R. Thornton, Mr. P. C. Thornton, From Marseilles, Oct. 13:, Mr. Paul King. From Colombo: Miss L. E. Harris, Miss H. Simmonds.

Per P. and O. steamer Oriental, from London, Oct. 19 .- To Straits, China and Japan: Mrs. N. Morgan, Mr. and Mrs. Heller, Rev. and Mrs. Alf, Rev. G. Irving, Miss Butterworth, Mr. and Mrs. Ballard. From Marseilles, 26: Mrs. Mackenzie, Rev. and Mrs. G. J. Williams, Mr. and Mrs. O. G. Ready, Mr. Carl Otto Max Dilhr.

THE PROSPERITY OF TRADE IN ENGLAND.

A remarkable evidence of the prosperous condition of trade generally, and of cotton and iron in particular, remarks a London contemporary, is furnished from Oldham, where the annual holidays commence on August 25th. The working-men's clubs in public-houses, hotels, schools, and political and social clubs, carried on during the the year, paid out up to August 24th no less than £150,000. Ten yours. ago it was £40,000; five years ago £73,000. There are about 300 such savings clubs, and the saving from time to time are invested in breweries.

Intimations.

MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality. Flongkong, 22nd September 1898.

SIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET, TERMS VERY MODERATE,

Consultation free. Hongkong, 27th September, 1898,

DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA),

DENTIST. No. 4. Quiene Road Central, Hongkong, 8th March, 1899.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship "POSEIDON," Captain A. Leva, will leave for the above places TO MORROW, the 14th instant; P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Hougkong, 7th October, 1899.

THE OSAKA SHOSEN KAISHA,

LIMITED. FOR SWATOW, AMOY AND TAMSUI HE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Hongkong, 9th October, 1899. [1213a

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, "AMOY AND TAMSUL

THE Company's Steamship Captain Davis, will be despatched for the ONSIGNEES of CARGO per Steamship

above Port, on SUNDAY, the 15th instant, For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 12th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE-Gompany's-Steamship

"CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October. For Freight, apply to

BUTTERFIELD & SWIRE, Hongkong, 25th September, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 20th instant. The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. . For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 6th October, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin & Queens-LAND PORTS, and taking through Cargo to Adelaide, New Zealand,

TASMANIA, &c.) THE Steamship

Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M. Mr. Charles Rowe. From Marseilles, Septem- sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light: A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Com pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 4th October, 1899.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED. FOR MANILA.

THE Steamship

"EASTERN." Captain Ellis, will be despatched as above on SATURDAY, the 21st instant; at 4 P.M. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric-light. A Stewardess and a duly qualified Surgeon are carried. For Passage, apply to

GIBB. LIVINGSTON & Co., Agents. Hongkong, 11th October, 1899.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS, Taking Cargoat through Rates for LIVERPOOL GLAEGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

HE Company's Steamship "OANFA," J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant. For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents. Hongkong, 11th October, 1899. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ORESTES," Captain Pulford, will be despatched on

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [12212

TUESDAY, the 31st October,

Hongkong, 9th October, 1899,

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November, For Freight, apply to BUTTERFIELD & SWIRE,

Consignees.

NOTICE TO CONSIGNEES. THE P. & O. S. N., Co.'s Steamship

SHANGHAL"

FROM ANTWERP, LONDON, PORTSAID, SUEZ AND STRAITS. Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Whatf and Godown

Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

From Madras, ex S.S. Landura. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recongnised. H. A. RITCHIE,

Superintendent. Hongkong, 9th October, 1899. TOYO KISEN KAISHA.

NOTICE.

"NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns, upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN,

Hongkong, 11th October, 1899. AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY. NOTICE TO CONSIGNEES.

FROM KOBE. THE Steamship

"MARIA VALERIE,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised. No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the 17th instant, will be subject to rent. Bills of Lading will be countersigned by SÄNDER, WIELER & Co.,

Hongkong, 11th October, 1899. NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', ANTWERP, LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship

"SANUKI MARU," This well-known Steamer is specially fitted | having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the -Hongkong and Kowloon Wharf-and-Godown-Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

> Optional Goods will be landed here unless. instructions are given to the contrary before Goods not cleared by the 18th instant, will

goods are landed

be subject to rent. All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATUR-DAY, the 21st instant, both days at 10 A.M. upon notice of such damage being sent inbeforehand to this office. All claims must reach the undersigned before

the 21st instant, or they will not be recognised. No Fire Insurance has been effected. NIPPON YUSEN KAISHA. Hongkong, 12th October, 1899.

To be Let.

TO LET.

CEMI-DETACHED VILLA RESIDEN. CES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES:-Ist floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. Melchers & Co.) HARFORD." MAGAZINE GAP. No. 4, RIPON TERRACE.

Apply to -THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 28th August, 1899.

TO LET. D OOMS with or without BOARD, in CEN-TRAL POSITION. Summer Rates.

c/o of this Office. Hongkong, 17th May, 1899. OFFICES TO LET.

NO.2A, ICE HOUSE STREET. Immediate Possession.

W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1800. TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central (lately the later Queen's Road, Central, (lately the IM-PERIAL BANK OF CHINA). Apply to

Compradore Office, E. C. HOCHAPFEL. Hongkong, 23rd March, 1800. <u>[398a</u>

LET'EM ALL COME

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, and May, 1899.

untimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION:

N. B. -- A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES. CRIPTION IN STOCK. INCLUDING:-

DATTERIES.

CHEMICALS,

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TNSULATORS, IGHTNING CONDUCTORS, C WITCHES,

TELEPHONES. X/1RE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL'INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

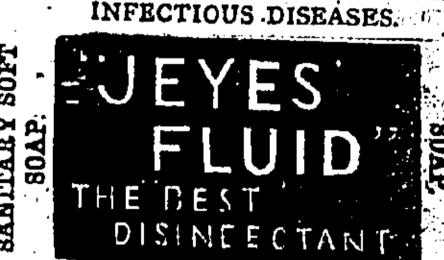
NOTE ADDRESS:-13, PRAYA CENTRAL.

For full particulars &c., &c.,

W. STUART HARRISON, Hongkong, 18th January, 1898.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co.,

Bank Buildings. Hongkong, oth March, 1807,

LEVY HERMANOS.

TIAMOND MERCHANTS, JEWEL. LERS AND WATCHMAKERS. Solo Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES-PRICE...\$160. A special reliable Watch made for this Climate.

Watson's Building, F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

40, QUBEN'S ROAD,

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS, SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR" LAUNCHES, Sole Agents: for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES. .Hongkong, 14th May, 1896.

CHS. J. GAUPP & CO. HRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER -SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtilinder and Sohn's CELEBRATED OPERA GLASSES. MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central, [46]

Intimations.

THE NEW FRENCH REMEDY. THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Johert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious disenses. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to. Hongkong, Canton, & Macao Steamboat Co., the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the

THERAPION No. 3, for nervous exhaustion, | China Mutual S. N. Co., Ld.—(Preference—) waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. I and vigour to the debilitated.

THERAPION may be procured at 2/9 and | Star Ferry Co., Ld.-\$191. 4/o per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited Hongkong, China and Manila.

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA

36, Division Street, Kobe. Hongkong, 15th March, 1898.

Miiki Coal Mines.

MITSULBUSSAN KAISHA

· No. 6, Ice House Street, Praya Central. Head Office:-TOKIO.

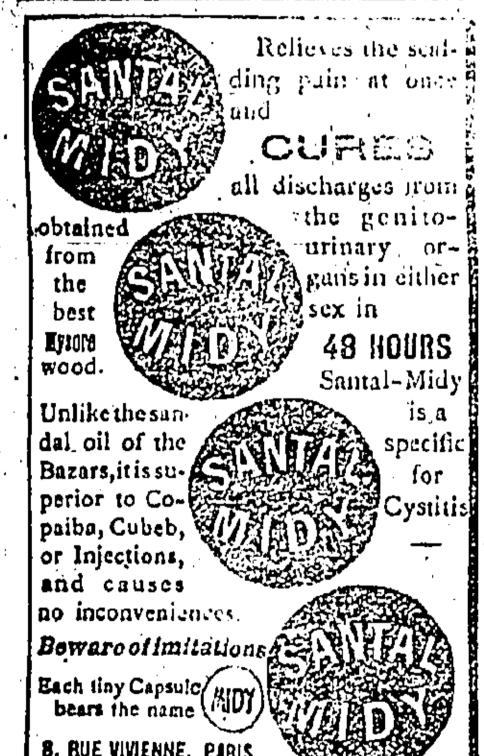
· · Branch Offices :-LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN NEWCHWANG and all Ports in JAPAN

Agencies:--

Kanada Coal Mines. **Hokoku Coal** Mines. Yoshinotani Coal Mines. Olmoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegasuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN KAISHA.

Manager. Hougkong, 19th August, 1899.

K. HASEGAWA,



NOTICE

RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:-

CHALLENGER, Amer. ship, Gould-Arnhold,

Karberg & Co. REUCE, American ship, D. Whitmore-Stan-

EXCHANGE.

Hongkong, 13th October. ON LONDON, Telegraphic Transfer1/10# Bank Bills; on demand 1/10 15/16 Credits, 4 months' sight 1/11} D'ments, 4 months' sight 1/114 ON PARIS, Bank Bills, on demand2.411 Credits, 4 months' sight 2.47 ON NEW YORK, Bank Bills, on demand ... 46 Mr. E. A. Katsch

ON BOMBAY, Telegraphic Transfer 1414 Mr. J. Kirkwood.

ON SHANOHAI, Telegraphic Transfer721 Mr. A. W. H. Lee Private, 30 days' sight737 Sovereigns, Bank's Buying Rate510.44 Gold Leaf too touch, par table angeneous 54-30 Dollars Mr. C. McClure

The Share Market.

LATEST QUOTATIONS. (October 13th.) Banks.

Hongkong and Shanghai Banking Corporation -338 per cent. prem. The Bank of China & Japan, Ld.—(Preference) Mr. A. L. Denison The Bank of China & Japan, Ld.—(Ordinary)

The Bank of China & Japan, Ld.—(Deferred)-£5.5.buyers. National Bank of China, Ld.-\$261.

Marine Insurances.

Union Insurance Society of Canton, Ld.-\$260. China Traders' Insurance Co., Limited-\$641. North China Insurance Co., Ld.—Tls. 200. Yangtsze Insurance Assoc. Ld.—\$124. Canton Insurance Office, Ld. -\$1471. Straits Insurance Co., Ld. -\$5.

Fire Insurances. 'Hongkong Fire Ins. Co., Ld.—\$330. China Fire Ins. Co., Ld.—\$88.

Limited—\$30: Indo-China Steam Navigation Company, Ld

China and Manila S.S. Co., Ld.-\$90. Douglas Steamship Co., Ld.-\$48.

£9. to buyers. China Mutual S. N. Co., Ld.—(Ordinary)— £5.10 buyers. possesses surprising power in restoring strength | China Mutual S. N. Co., Ld.—(Ordinary)—£3

Refineries.

China Sugar Refining Co., Ld.-\$138. Luzon Sugar Refining Co., Ld.-\$54. Mining.

Punjom Mining Co., Ld.—\$10\frac{1}{2}. Do. Preference Shares—52. Société Française des Charbonnages du Tonkin—\$245. Queen_Mines_Limited—\\$0.45. Telebu Mining and Trading Co., Ld.-\$14.35.

Raub A'lian Gold Mining Co., Ld.-\$641. Olivers Freehold Mines, Ld.—(A) \$11.50. Olivers Freehold Mines, Ld.—(B) \$6.75. Great Eastern and Caledonian Gold Mining Co., Ld.—\$2.

Docks. Wharves and Godowns. Hongkong & Whampon Dock Co., Ld.—520. Hongkong, and Kowloon Wharf and Godown Company, Limited—\$93. Wanchai Warehouse and Storage Co., Ld.—\$45

New Amoy Dock Co., Ld.-\$18. Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld. —\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ld.—\$1073. Kowloon Land and Building Co., Ld.-\$28. West Point Building Co., Ld.—\$30. Hongkong Hotel Co., Ld.-\$125. Humphrey's Estate and Finance Co., Ld.-

Miscellaneous)

Green Island Cement Co., Ld.-25281. China-Borneo Co., Limited-tol buyers. A. S. Watson & Co., Limited -\$16.75. Hongkong Electric Co., Limited-\$13. Hongkong and China Gas Co., Ld. - \$130. Hongkong Rope Manufacturing Co., Ld. -\$189. Geo. Fenwick & Co., Ld. -\$421. Hongkong Ice Co., Ld.—\$128. Hongkong High-Level Tramways Co., Ld .-

Dairy Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ld.-\$25. Campbell, Moore & Co., Ld. -- \$15 buyers. Bell's Asbestos Eastern Agency, Limited-Li

Bells Asbestos Eastern Agency, Ld.—\$5. Carmichael & Co., Limited.—\$8. Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ld.—\$60. Ewo Cotton Spinning & W. Co., Ld.—Tls. 68. _International_Cotton-M-fg-Go.,-Ld.--Tis.-75.--Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 771.

Soy Chee Cotton Spinning Co., Ld.—Tis. 350. Yahloong Cotton Spinning Co., Ld.—Tis. 55. Tebrau Planting Co., Ld.--\$4 per share. Tebrau Planting Co., Ld.-\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Rialto."

OPIUM QUOTATIONS.

* Hongkong, 13th October.	
New Patna	t:
New Benares'895	
New Malwa	•
Persian, paper tied670/780	٠.

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Hospital Sisters

VESSELS IN PORT. Steamers.

AMARA, British steamer, 1,705, C. J. Mattock, 30th Sept.,-Samarang 20th Sept., Sugar. -Jardine, Matheson & Co.

BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.,—Colombo 20th Sept., Ballast.— Dodwell & Co. COROMANDEL, British steamer, 2,783, F. W. Vibert, R.N.R., 12th Oct., -Shanghai 10th

Oct., Mails and General.-P. & O. S. N. EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct., -Vancouver,

B.C. 12th Sept., and Shanghai 1st Oct., Mails and General.-C. P. R. Co. HOHENZOLLERN, German steamer, 2,039, H. -Kirchner, 9th Oct., -- Yokohama 29th Sept.,

Kobe 3rd Oct., and Nagasaki 5th, General. -Melchers & Co. KEONG WAI, British steamer, 1,115, R. Unsworth, 6th Oct.,-Bangkok and Koh-sichang 26th Sept., Rice and General.-

Yuen Fat Hong. KINSHIU MARU, Japanese steamer, 2,459, W. Brady, 6th Oct., -Shimonoseki 2nd Oct., General.-Nippon Yusen Kaisha. MAIDZURU MARU, Japanese steamer, 667,

Ogata, 11th Oct.,-Amov and Swatow 10th Oct., General.—Mitsui Bussan Kaisha. NANSHAN, American steamer, 1,344, Stoyell, 26th Sept. -- Manila 22nd Sept.

IPPON MARÚ, Japanese steamer, 3,302, J. F. Allen, 10th Oct., -San Francisco 12th Sept., and Shanghai 8th Oct., General,-P. & O. S. N. Co. ON SANG, British steamer, 1,787, J. Young,

7th Oct.,-Saigon 1st Oct., Rice and Rice-Flour.—Jardine, Matheson & &c. PAKSHAN, British steamer, 1,235, J. Jenkins, 12th Oct.,—Saigon 5th Oct., General.— Bradley & Co. PETRARCH, German steamer, 1,252, Necker,

8th Oct.,-Samarang 22nd Sept., and Labuan 30th, General.—Lauts, Wegener & Co. PHRA NANG, British steamer, 1,021, A. S. Calder, 11th Oct.,-Bangkok 1st Oct., and

Swatow 10th, Rice.-Yuen Fat Hong. PROPONTIS, British str., 1,390, W. Mackay, 5th Oct.,-Saigon 30th Sept., Rice.-Heung Sing Steamship Co. ROSETTA, British steamer, 2,039, C. C. Talbot,

R.N.R., 10th Oct.,-Yokohama 3rd Oct., Mails and General.—P. & O. S. N. Co. SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct.,-Sandakan 5th Oct., Timber.-Melchers & Co.

SANUKI MARU, Japanese steamer, 3,793, W. Townsend, 12th Oct.,-London 1st Sept., Yusen Kaisha. SUEVIA, German steamer, 4,129, Förck, 14th-

Siemssen & Co. TAIFU, German steamer, 1,065, Schuldt, 9th

TAI LEE, German steamer, 828, T. Calender, 5th Oct.,-Hongay 2nd October, Coal.-Meyer & Co.

THYRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct.,-Moji 6th Oct., Coal.-Butterfield & Swire.

Parray Vessols.

CHALLENGER, American ship, 142, Gould, 12th - Sept.,-Manila 2nd Sept., Ballast.-Arnhold, Karberg & Co.

ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,-Cardiff 13th May, Coal.—Arnhold, Karberg & Co. GILO, German bark, 1,324, Hemmer, 8th Oct., -New York 26th May, Kerosine Oil .-

Standard Oil Co. JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April, Case Oil.—Srandard Oil Co. LOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.,-Callao Peru 21st July, Iron.-MANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,-Shanghai 3rd October, Ballast.—Siemssen & Co.

MARY L. CUSHING, American bark, 1,540, 1st Oct.,-New York 16th May, Case Oil. Vladimir Monomach, Russian cruiser, 6,000 MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case

Oil.-Standard Oil Co. RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast .-

REUCE, American ship, 1,828, D. Whitifiore, 3rd Oct.,—New York 30th May, Case Oil.
—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine, Islands 22nd Aug., Ballast.—Order. ST. JAMES, American bark, 1,453, R. M., Tapley, 29th Sept.,-Manila 13th Sept., Ballast,-

Reuter, Bröckelmann & Co. STANFIELD, British bark, 560, Wilson, 8th Revel, 1st class, Russian torpedo boat, 96 tons, Oct.,-Rajang 17th Sept., Timber.-Order. STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May, Kerosine Oil,-Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept. - Takow 15th Sept., Ballast .- Mr. F.

HER ERITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 13th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H.Smith-Dorrien, cruising: --Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.; Comdr. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.... Barfleur, ist class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, and class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 Sunguri, Russian torpedo bout, 140 tons, h.p., Capt. Wrey, cruising."

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jelliche,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising. Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Harl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming,

Hongkong. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding,

cruising. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. J.

Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

Shanghai. Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow. Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A.

Hardinge, en route Singapore. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow,

Tamar, receiving ship, 4,600 tons, Coundr. Powell, Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila. Victorious;-British battleship, 14,900 tons, 132 guns, 12,000 i.li.p., Captain A. Schomberg,

cruising. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong. Strombali, Italian cruiser, 3,359 tons, Captain

Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur. Alcout, Russian gunboat, 810 tons, 8 guns, 760,

h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser, . 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Com. Witthout, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock. and Singapore 6th Oct., General.—Nippon | Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt.

---Boubenoff,-at-Port-Aathur,------Sept.,-Swatow 13th Sept., General - Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Oct.,-Saigon 3rd Oct., Rice.-Meyer & Kreysser, Russian cruiser, 1,300 tons, 18 guns,

1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10

guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayeednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Otvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Pamiat Anova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.

Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock,

Sissoi Veliky, Russian battleship, 10,000 tons, to guns, 8,500 i.h.p, Capt. C. Parenaye, at Port Arthur. Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astronoff, at Port Arthur.

tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 li.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.

Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons. 3 guns, 2 torp tubes 1,100 h.p., speed 21

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. fantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 10 A.M.

h.p., 16 knots. Skorpion, Russian torpedo boat, 23 tons, 1 gun. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., roknots. Sterlaid, Russian torpedo boat, 23 tons, i gun,

220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, .. 220 h.p., 16 knots, 2 guns, 1,800 h.p., 22 knote.

Ussuri, Russian torpedo bont, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeicff. Flagship of Rear-Admiral F. V. Dubossoff.

t Flagship of Rear-Admiral Recouncil. THE FRENCH SQUADRON. Aspic, French gunboat, 463 tons, 6 guns, 453

h.p., Captain Journet, at Saigon. Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama. Beautemps-Beaupre, French cruiser; 1,246 tons, , 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comèle, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon. Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French Cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foochow.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, Franch protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, at Hongkong.

Pluvier, French despatch-bont, 545, tons, 2 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphanie, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, French flagship, 6,150, Capt. Boutet

Vipère, French gunboat, 463 tons, 6 guns, 44 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de THE GERMAN SQUADRON.

2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven. Geffon, German cruiser, 1,207 tons, 25 guns, 9,000 hip., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Scoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obehleimer, at Foochow.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila. Wivern, coast defence ship, 2,750 tons, 4 guns, | Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at

Kiaochow.

Flagship of Rear-Admiral von Diederichs. * Flagship of Prince Henry of Prussia. THE AMERICAN SQUADRON.

Ballimore, Flagship, U.S. cruiser, 4,413 tons 10 guns, 10,064 h.p., Capt. J. M. Forsytli Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3.436 h.p., Com. C. H. Arnold, at Mahila. Callao, U.S. gunbont, 137 tons, 1 gun, 55 h.p.,

Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Pritch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns,

6,666, i.h.p., Capt. Geo. W. Pigman, at Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila, Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

Briggs, at Manila. Helena, U.S. sunboat, 1,397 tons, 8 guns, 1,998 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, h.p., Coudr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, too tons, 1,300 h.p., Lieut.-Condr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr.-A.P.-Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990

tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Lettize, at Manila.

Nanshan, U.S. collier, Lieut. L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111, h.p., Capt. G. F. F. Wilde, at Hongkong, Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, en route Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

1,081, h.n., Comdr. W. T. Burwell, at Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Manila. Zafiro, U.S. dispatch-vessel, Master A. M. Whitton.

Post Office.

A Mail will close :--For Swatow-Per Amara to-morrow, the 14th instant, at 10 A.M. For Europe, &c., India, via Tuticorin-Per Coremandel to-morrow, the 14th instant, at

For Amoy-Per Propentis to-morrow, the 14th instant, at 1 P.M. For Mauritius-Per Tailee to-morrow, the 14th instant, at 2 P.M. For Swatow, Amoy and Tamsul-Per Maid-

suru Maruto-morrow, the 14th inst., at 5 P.M. For Bangkok - Per Keongwai to-morrow, the 14th instant, at 5 P.M. For Swatow, Amoy and Tamsui-Per Haimun to-morrow, the 14th instant, at 5 P.M. For Nagasaki, Kobe and Yokohama-Per

Rosetta on Sunday, the 15th instant, at 9 A.M. For Kongmoon, Samshui and Wuchow-Per Wuchow on Monday, the 16th instant, at 4 P.M. For Kongmoon, Samshui and Wuchow-Per Samshul on Wednesday, the 18th inst., at

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Nippon. Maru on Thursday, the 19th instant, at 11 A.M. For Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)-Per Kinshin Maru on Thursday, the 19th instant, at 3 P.M. For Kobe and Yokohama-Per Changsham

on Friday, the 20th instant, at it A.M." For Kongmoon, Samshui and Wuchow-Per Wuchow on Friday, the 20th instant, at 4 P.M. For Singapore, Penang and Colombo-Por -Tamba Maru, on Saturday, the 21st instant, at For Nagasaki, Kobe and Yokohama-Per-

For Kongmoon, Samshui and Wuchow-Per Samshul on Monday, the 23rd inst, at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C .- Per Empress of China on Wednesday, the 25th inst., at TI A ME For Manila, Thursday Island, Townsville, VORBES SKERTCHLY, at No. 10, Queen's Britbane, Sydney and Melbourne-Per Yawaia Road Central, in the City of Victoria, Hone. Mari on Friday, the 27th instant, at 3 P.H. kong

Kasuga Maru on Saturday, the 21st instant, at

JAPANESE MEN-OF-WAR.

Battleships. Vashim 1 1st class, 12,460 tons, 35 guns, 14,000 h.p., at Yokohama. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships. Matsuskima, 1st class, 4,277 tons, 25 guns, ... 5,400 h.p., ut. Manila. ... Itsuskushinia, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hash Late, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., Heisen, and class, 2,600 tons, 15 guns, 2,400

Cruisors. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniqua, protected cruiser, 1st class, 3,709 tons,

24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Akitsusu, protected omiser, 1st class, 3,150 26 guns, 8,500 h.p. Sunta, protected cruiser, 1st class, 2,700 tons,

24 guns, 8,500 h.p. Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Cormoran, German cruiser, 1,640 tons, 14 guns,

Akitsushima, protected cruiser, 1st class, at Miyakv, and class, 1,800 tons 34 guns, 5,000 h.p. Takao, and class; 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630

Tsukushi, 3rd class, 1380 tons, 12 guns, Sloops and Corvettes. Musashi, 1,490 tons, to guns, 1,600 h.p. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Teuriu, 1,550 tons, 10 guns, 1165 h.p.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko Akagi, 620 tous, 10 guns, 700 h.p., at Chefoo. Atago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat. Taisuta, 875 tons, 6 guns, 5 torpedo tubes 5,500 h.p.

Torpedo-boats. Ikadusch, Japanese torpedo-boat destroyer 331 tons, Comdr. I. Ishida, Hongkong. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14 bonts (Creusot), 56 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes; 525

t boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes,

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p. Miscollaneous. Rinje, armoured cruiser, 2,530 tons, 10 guns,

(used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns." (used as training ship.)

10 guna, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.) Jingel wooden paddle steamer, 1,465 tons, 2

Tsukuba, wooden screw steamer, 1,989 tons

small guns, (used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,-... Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -- Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,890, A. N. Patrick,— Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai On Stenmship Co.

Chun Wai, British steamer,-Kwong Wan S.S.

Hongkong and Macao. Heungshan, British steamer, 1,055, Clarke, Hongkong, Canton and Macao Steamboat Co.

Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 583, Holmes,-China Merchant Steam Navigation Co. Canton and West River. Lungkiang, British steamer, 108, J. J. Lossieres.

--- Hongkong, Canton and Macao Steam

Macao and Canton.

Lungshan, British steamer, 108, Morrison,-

City of Whampon, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer, -Ab Yon. Hongkong and West River. Sulkoug, British steamer, 259, Kwong Wang Steamship Co.

boat Co.

LileAmerican lorchal Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Macao Steamboat Samshui, British steamer, Summers - Hongkong, Canton Macao Steamboat Co., J. M.

Lording and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton, -- Hung Kum Sing.

& Co. and B. & S.

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